

Response to Request for Proposals

# I-95 SAFETY IMPROVEMENTS AT ROUTE 3

City of Fredericksburg, Virginia

State Project No.: 0095-111-278  
Federal Project No.: OC-095-2(535)  
Contract ID Nmber: C00107715DB91

## LETTER OF SUBMITTAL



SUBMITTED BY:



IN ASSOCIATION WITH:



**ATTACHMENT 4.0.1.1**  
**I-95 Safety Improvements at Route 3**  
**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

<b>Letter of Submittal Component</b>	<b>Form (if any)</b>	<b>RFP Part 1 Cross Reference</b>	<b>Page Reference</b>
<b>Letter of Submittal Checklist and Contents</b>	Attachment 4.0.1.1	Section 4.0.1.1	N/A
<b>Acknowledgement of RFP, Revisions, and/or Addenda</b>	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	N/A
<b>Letter of Submittal</b>	NA	Sections 4.1	
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	1
Offeror's full legal name and address	NA	Section 4.1.1	1
Authorized representative's original signature	NA	Section 4.1.1	1
Declaration of intent	NA	Section 4.1.2	1
120 day declaration	NA	Section 4.1.3	1
Point of Contact information	NA	Section 4.1.4	1
Principal Officer information	NA	Section 4.1.5	1
Offeror's Corporate Structure	NA	Section 4.1.6	1
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	1
Offeror's VDOT prequalification information	NA	Section 4.1.8	1
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	1
Final Completion Date	NA	Section 4.1.10	1

**ATTACHMENT 4.0.1.1**  
**I-95 Safety Improvements at Route 3**  
**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
<b>Attachments to the Letter of Submittal</b>	NA	Section 4.2	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	2-3
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	4-6
Offeror's VDOT prequalification information	NA	Section 4.2.3	7
Evidence of obtaining bonding	NA	Section 4.2.4	8-10
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	12-19
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	11
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	11
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	20-22
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	23-25
Conceptual Roadway Plans	NA	Section 4.2.7	26-35

**ATTACHMENT 3.6****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFP NO. C00107715DB91  
 PROJECT NO.: 0095-111-278, P101, C201, C501

**ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA**

Acknowledgement shall be made of receipt of the Request for Proposals (RFP) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Letter of Submittal submission date shown herein. Failure to include this acknowledgement in the Letter of Submittal may result in the rejection of your proposal.

By signing this Attachment 3.6, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

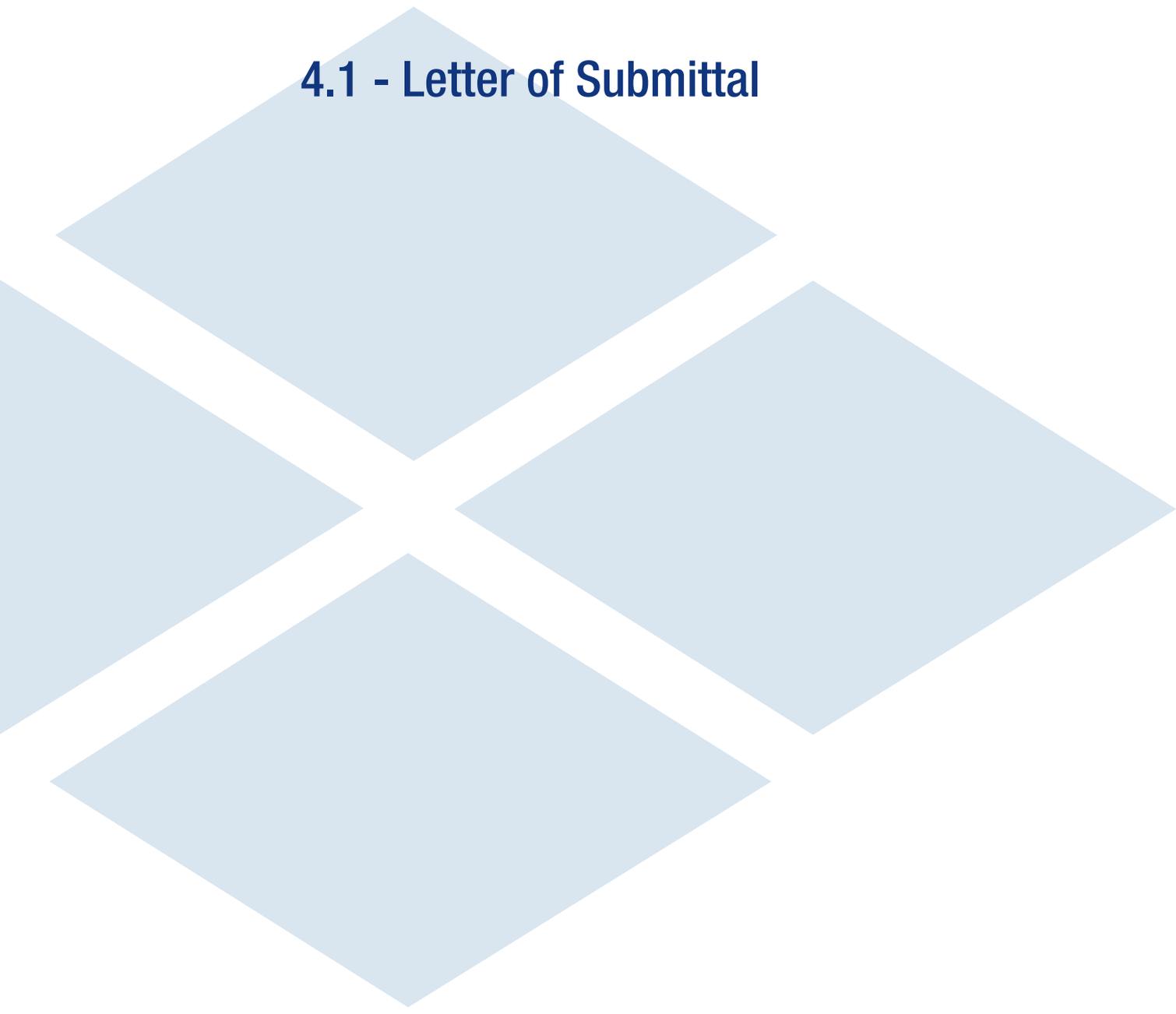
1. Cover letter of RFP – September 27, 2016  
(Date)
2. Cover letter of RFP Addendum #1 – October 14, 2016  
(Date)
3. Cover letter of RFP Addendum #2 – November 10, 2016  
(Date)
4. Cover letter of RFP Addendum #3 – December 02, 2016  
(Date)
5. Cover letter of RFP Addendum #4 – December 05, 2016  
(Date)
6. Cover letter of RFP Addendum #5 – December 14, 2016  
(Date)

  
 \_\_\_\_\_  
 SIGNATURE

January 4, 2017  
 \_\_\_\_\_  
 DATE

Michael E. Post  
 \_\_\_\_\_  
 PRINTED NAME

President/CEO/Manager  
 \_\_\_\_\_  
 TITLE



## 4.1 - Letter of Submittal



January 4, 2017

Mr. Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

RE: I-95 Safety Improvements at Route 3  
City of Fredericksburg, Virginia  
Contract ID Number: C00107715DB91  
4.1 Letter of Submittal

Dear Mr. Kindy:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Proposals (RFP) for the project referenced above. With Dewberry as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget, and with a partnering approach. As a testament of our experience and history working together as a Team, Shirley and Dewberry to date have been awarded over 38 design-build transportation projects totaling more than \$3.2 billion.

**4.1.2 - Offeror's Intent:** Should VDOT select Shirley for award of the I-95 Safety Improvements at Route 3 Project, Shirley will enter into a contract with VDOT for the Project in accordance with the terms of the RFP.

**4.1.3 - Declaration:** The offer represented by our Price Proposal will remain in full force and effect for one hundred twenty (120) days from the date this Proposal is actually submitted to VDOT.

**4.1.4 - Our Point of Contact is:**  
Garry A. Palleschi, Vice President  
8435 Backlick Road, Lorton, VA 22079  
703-550-3579 (Phone) 703-550-9346 (Fax)  
gpalleschi@shirleycontracting.com

**4.1.5 - Our Principal Officer is:**  
Michael E. Post, President/CEO/Manager  
8435 Backlick Road, Lorton, VA 22079  
703-550-8100 (Phone)

**4.1.6 -** Shirley Contracting Company, LLC, a limited liability company, will be the legal entity, will have financial responsibility for the Project and will have joint and several liability for the performance of the work. There are no liability limitations. Our bonding approach will be to provide performance and payment bonds for the total contract value and time period.

**4.1.7 -** The Lead Contractor for the Project will be Shirley Contracting Company, LLC. The Lead Designer will be Dewberry Consultants LLC, and the Quality Assurance Manager (QAM) will be Quinn Consulting Services, Inc.

**4.1.8 -** Shirley Contracting Company, LLC is currently prequalified (active status) with VDOT. Our Vendor Number is S018. A screen shot print out from VDOT's on-line Prequalified list is provided as Attachment 3.2.8 in the Appendix.

**4.1.9 -** Shirley commits that we will achieve a 14% DBE participation goal for the entire value of the contract.

**4.1.10 - Final Completion Date:** January 11, 2019

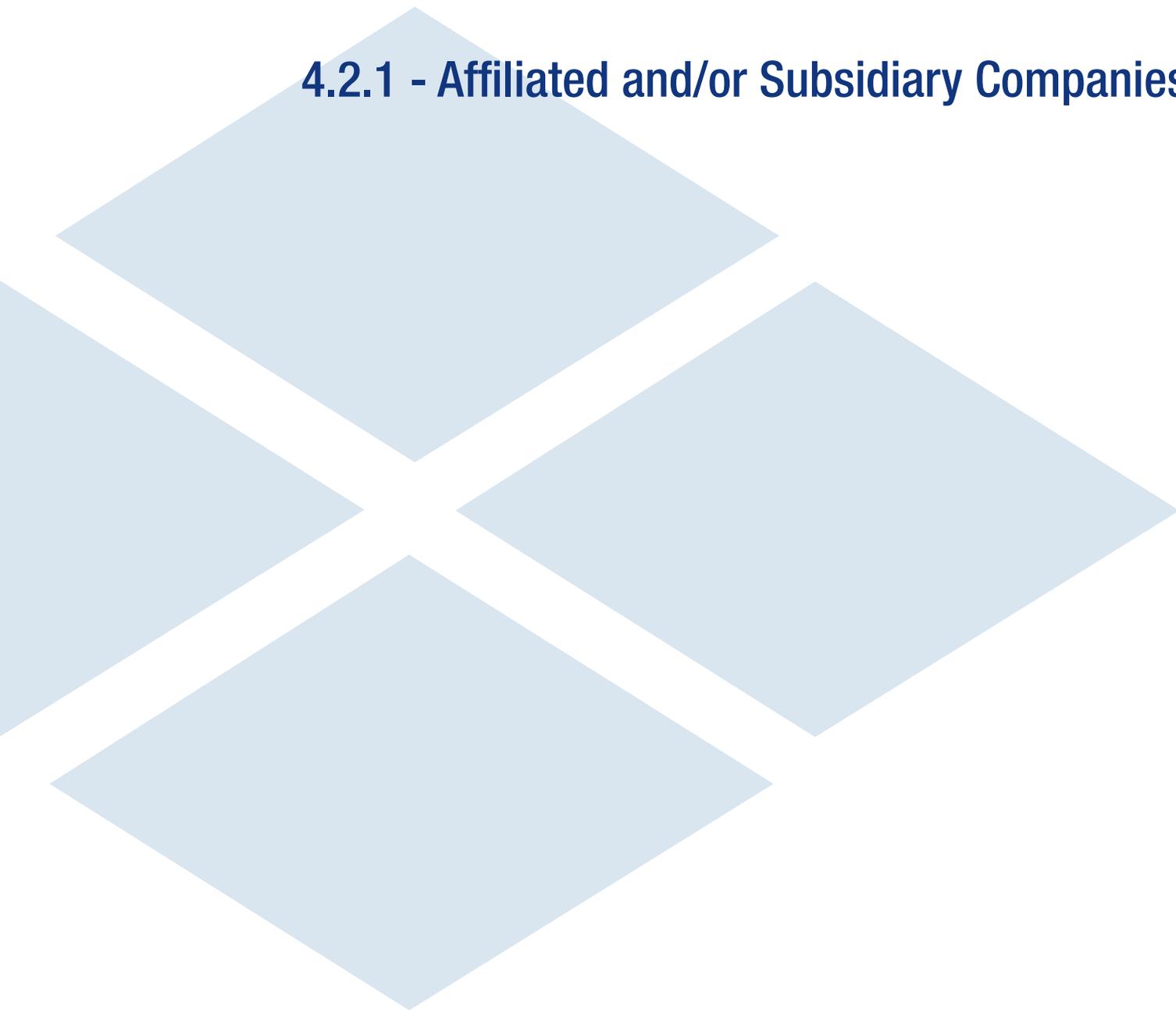
Thank you for the opportunity to submit our Letter of Submittal. We look forward to your favorable review.

Sincerely,

Michael E. Post  
President/CEO/Manager

## 4.2 - Attachments To The Letter Of Submittal

## 4.2.1 - Affiliated and/or Subsidiary Companies



**ATTACHMENT 4.2.1**

**State Project No. 0095-111-278**

**Affiliated and Subsidiary Companies of the Offeror**

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

**The Offeror does not have any affiliated or subsidiary companies.**

**Affiliated and/ or subsidiary companies of the Offeror are listed below.**

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Atkinson Construction	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Atkinson Contractors, LP	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	SCC Infrastructure	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Civil Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Concrete Contractors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction International, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Design/Build, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Facility Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Foundations, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Global Technologies, LLC	7500 Old Georgetown Road, Bethesda, MD 20814

## **ATTACHMENT 4.2.1**

### **State Project No. 0095-111-278**

#### **Affiliated and Subsidiary Companies of the Offeror**

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Clark Strategic Operations Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Real Estate Advisors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark/Balfour Beatty NCE, A Joint Venture	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Edgemoor Real Estate Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Innovative Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Loudoun County Transportation Networks, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Metro Earthworks,	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley Pentagon Constructors,, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley/Clark Loudoun Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Charlottesville Bypass Constructors, A Joint Venture	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Capital Rail Constructors, a JV	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Maryland Transit Connectors	7500 Old Georgetown Road, Bethesda, MD 20814

## 4.2.2 - Debarment Forms

**ATTACHMENT 4.2.2(a)**  
**CERTIFICATION REGARDING DEBARMENT**  
**PRIMARY COVERED TRANSACTIONS**

**Project No.: 0095-111-278**

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

January 4, 2017

Date

President/CEO/Manager

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 4.2.2(b)  
CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0095-111-278**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

<u>Dave Mahoney</u>	<u>11/8/16</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Consultants LLC</u>		
Name of Firm		

**ATTACHMENT 4.2.2(b)**  
**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0095-111-278**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	November 1, 2016	President
Signature	Date	Title

Quinn Consulting Services, Inc.  
Name of Firm

## 4.2.3 - Prequalification Certificate



Virginia Department of Transportation

Date Printed: 12/09/2016

Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 12/9/2016

12:00 AM

Page 385

- S -

**Vendor ID:** S1060  
**Vendor Name:** SHEPAUL ENTERPRISES, INC.  
**Prequal Exp:** 09/30/2017

**-- PREQ Address --**

P. O. BOX 1638  
BECKLEY, WV 25802-1638  
Phone: 304-877-6451  
Fax: 304-877-5789

**Work Classes (Listed But Not Limited To)**

- 020 - FENCE INSTALLATION
- 021 - GUARDRAIL INSTALLATION
- 023 - REINFORCING STEEL PLACEMENT

**Bus. Contact:** HAPUARACHY, SUMITH PETER  
**Email:** SH1912BECK@AOL.COM

**-- DBE Information --**

**DBE Type:** N/A  
**DBE Contact:** N/A

**Vendor ID:** S018  
**Vendor Name:** SHIRLEY CONTRACTING COMPANY, LLC  
**Prequal Exp:** 09/30/2017

**-- PREQ Address --**

8435 BACKLICK RD.  
LORTON, VA 22079-1403  
Phone: 703-550-8100  
Fax: 703-550-7897

**Work Classes (Listed But Not Limited To)**

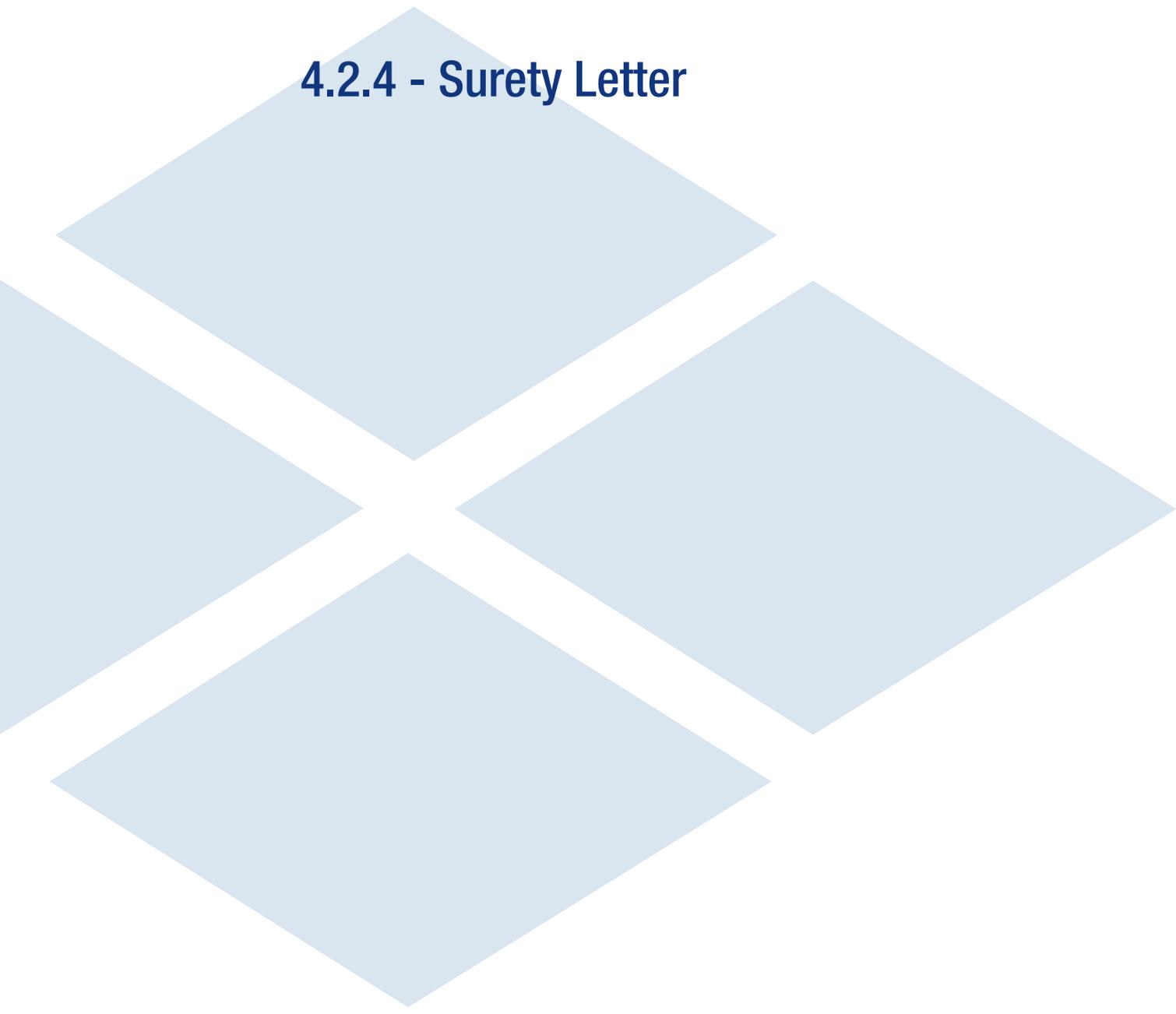
- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 007 - MINOR STRUCTURES
- 045 - UNDERGROUND UTILITIES

**Bus. Contact:** CLYMORE, DANIEL EDWARD  
**Email:** DCLYMORE@SHIRLEYCONTRACTING.COM

**-- DBE Information --**

**DBE Type:** N/A  
**DBE Contact:** N/A

## 4.2.4 - Surety Letter





One Tower Square  
Hartford, CT 06183

November 15, 2016

Stephen D. Kindy, P.E.  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street, 8<sup>th</sup> Floor  
Richmond, VA 23219

Re: Request for Proposal - Contract ID Number: C00107715DB91 - A Design-Build Project  
I-95 Safety Improvements at Route 3, City of Fredericksburg, Virginia  
Estimated Contract Value: \$15.8 million

Dear Mr. Kindy:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$500,000,000 with an aggregate of \$5,000,000,000.

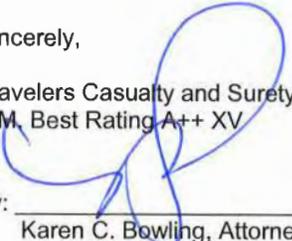
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

As surety for Shirley Contracting Company, LLC, Travelers Casualty and Surety Company of America, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project, subject to acceptable review of the contract documents and bond forms, financing, availability of reinsurance, and Shirley Contracting Company, LLC continuing to satisfy other underwriting considerations at the time the bonds are requested.

This letter is not an assumption of liability and is issued only as a reference request from our client.

Sincerely,

Travelers Casualty and Surety Company of America  
A.M. Best Rating A++ XV

By:   
Karen C. Bowling, Attorney-in-Fact



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 219657

Certificate No. 006886532

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 13th day of July, 2016.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 13th day of July, 2016, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

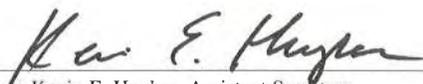
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 15<sup>th</sup> day of November, 20 16

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at [www.travelersbond.com](http://www.travelersbond.com). Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

## 4.2.5 - SCC Registrations/DPOR Licenses

**ATTACHMENT 4.2.5**

**State Project No. 0095-111-278**

**SCC and DPOR Information**

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 4.2.5 and that all businesses listed are active and in good standing.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)</b>							
<b>Business Name</b>	<b>SCC Information (4.2.5.1)</b>			<b>DPOR Information (4.2.5.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Shirley Contracting Company, LLC</b>	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, Va. 22079	Class A Contractor	2705071652	October 31, 2018
<b>Dewberry Consultants LLC</b>	S044733-6	Limited Liability Co	Active	8401 Arlington Blvd. Fairfax, Va. 22031	Business Entity	0407003966	December 31, 2017
<b>Quinn Consulting Services, Inc.</b>	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, Va. 20151	Business Entity	0407003733	December 31, 2017

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is a



11/22/16

10:44:37

LLCM3220 LLC DATA INQUIRY

LLC ID: S082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02  
 LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:  
 CONVERSION/DOMESTICATION INDICATOR: Y

PRINCIPAL OFFICE ADDRESS

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

REGISTERED AGENT INFORMATION

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 10/04/13 LOC: 143 HENRICO COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE	
16	50.00			50.00	CR

(Screen Id:/LLC\_Data\_Inquiry)

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC Home | Contact SCC | Site Map | Search



Virginia.gov

12/13/16

LLCM3220

LLC DATA INQUIRY

14:49:30

LLC ID: S044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09

LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

REGISTERED AGENT INFORMATION

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor  
1111 East Main Street RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 04/29/11 LOC: 216 RICHMOND CITY

YEAR FEES PENALTY INTEREST BALANCE

17 50.00

(Screen Id:LLC\_Data\_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:39:10

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08  
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106  
 ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT  
 CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 16 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)

# DPOR License Lookup License Number 2705071652

## License Details

<b>Name</b>	SHIRLEY CONTRACTING COMPANY LLC
<b>License Number</b>	2705071652
<b>License Description</b>	Contractor
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	8435 BACKLICK ROAD, LORTON, VA 22079
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	2002-10-08
<b>Expiration Date</b>	2018-10-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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# DPOR License Lookup License Number 0407003966

## License Details

<b>Name</b>	DEWBERRY CONSULTANTS, LLC
<b>License Number</b>	0407003966
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity
<b>Address</b>	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
<b>Initial Certification Date</b>	2000-03-14
<b>Expiration Date</b>	2017-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401008756	BEIGHT, JAMES LADEN	Architect License	Architecture	2017-08-31
0402026519	STONE, DONALD EDWARD JR	Professional Engineer License	Engineering	2017-09-30
0403001932	ROBINSON, BRYANT L	Land Surveyor License	Land Surveying	2017-01-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2017-01-31

Showing 1 to 4 of 4 entries

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# DPOR License Lookup License Number 0407003733

## License Details

<b>Name</b>	QUINN CONSULTING SERVICES INCORPORATED
<b>License Number</b>	0407003733
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
<b>Initial Certification Date</b>	1998-03-05
<b>Expiration Date</b>	2017-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2017-08-31

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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## 4.2.6 - Work History Forms

**ATTACHMENT 4.2.6(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 50 Widening</b> Location: <b>Fairfax and Loudoun Counties, Virginia</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>703-259-1995</b> Email: <b>susan.shaw@vdot.virginia.org</b>	<b>12/2014</b>	<b>12/2015*</b>  *Difference Due to Owner added scope	<b>\$67,830</b>	<b>\$77,337*</b>  *Difference Due to Owner added scope	<b>\$77,337</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95**  
**SAFETY IMPROVEMENTS AT ROUTE 3**

- Design-Build Delivery
- Primary Roadway Widening
- Intersection Improvements
- Signalization of Eight Intersections
- Phased Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Worked with Lead Designer – Dewberry

**PROJECT NARRATIVE:**

In March 2011, Shirley Contracting Company, LLC (Shirley) was awarded the Route 50 Widening Design-Build Project (the Project) by the Virginia Department of Transportation (VDOT). The \$77 million project included the reconstruction and widening of Route 50 from 4 to 6-lanes for 3.7-miles from Poland Road (Route 742) to Sully Road (Route 28). One major feature of the Project included right-of-way and temporary/permanent easement acquisitions on 68 properties along the corridor. There were numerous utilities in conflict that had to be relocated. These included overhead/underground power (15,000'), overhead/underground communications (50,000'), gas line relocations (4,000'), sanitary line relocations (1100') and waterline relocations (17,000'). *Another important feature was the construction of eight new traffic signals which needed to be maintained during all phases of traffic.* In addition, the new roadway construction included two new bridges over Cub Run, a new 10' wide shared use path for each side of the roadway, a new retaining wall (400'), two new box culverts (485'), all new roadway pavement, new storm pipe (31,000'), and storm structures (300 each).

The Project required the management of several challenging issues. One of the largest issues was the coordination of utility relocations and right-of-way acquisition in a linear transportation corridor where the majority of the widening resulted in direct utility conflicts. The Team overcame this challenge by closely coordinating the Transportation Management Plan with the right-of-way and utility relocation priorities to ensure that adequate float was provided to third party controlled utility relocations without compromising the aggressive schedule. A key element was creating a sequence that optimized the amount of ultimate roadway that could be constructed concurrent with the acquisition of right-of-way, permits, and the relocation of the utilities. The Team accomplished this by reversing the original RFP sequence of construction and utilizing the median. Additionally, detours were constructed that allowed for the start of reconstruction of the existing pavement within the existing right-of-way. This sequence allowed the right-of-way acquisition and utility relocation phases to run parallel with the early phases of construction and decrease the risk of utility delays that would ultimately impact the final completion date.

**PROJECT SCOPE:**

- 3.7 Miles of Roadway Widening from 4 to 6-Lanes
- Extensive coordination and relocation of facilities owned by 15 different utility companies
- Acquisition of environmental permits
- Improvements to eight signalized intersections
- Four new storm water management facilities
- Widening and reconstruction of the existing bridges over Cub Run
- Right-of-way acquisitions of 68 parcels including one relocation
- Contractor administered quality assurance and quality control
- Coordination of public involvement
- Coordination of waterline relocations with Fairfax Water Authority & Loudoun Water

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all aspects of construction, including design and engineering, right-of-way acquisitions, permitting, coordination of utility relocations, public outreach before and during the project, overall Project administration and construction management, and Quality Assurance and Quality Control. All construction work was performed on a heavily traveled roadway with over 60,000 vehicles per day passing through the Project. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. This aggressively scheduled project was *completed on time, without claims*, and with change orders that consisted primarily of owner-directed modifications to add project scope.
2. *The success of this Project was largely due to significant innovations to Maintenance of Traffic (MOT) during design and construction.* During the design process, a sequence of construction was planned that utilized the median for the first phase of construction so that work could be done in existing VDOT right-of-way which allowed construction activities to be completed simultaneously with the acquisition of right-of-way. During the later phases of the Project, the sequence of roadway construction was modified to run parallel with the order at which the right-of-way properties were being acquired and the utility relocations being completed. This improved the flow of the schedule and allowed the project to be completed on-time.
3. *Shirley developed work schedules and activity plans to minimize disruptions and impacts to the public.* One example was the reconstruction of an existing intersection in one weekend instead of taking weeks of daily lane closures. This was accomplished by Shirley mobilizing extra crews *over the weekend and working around the clock in order to have the intersection rebuilt in one weekend.* This required coordination between Shirley and VDOT to develop an MOT plan and sequence of work for the weekend operations, as well as public notifications that were sent to the media and local politicians. This approach proved so successful that it was used on several other intersections.
4. Shirley worked closely with local Supervisors, Delegates, and local fire and rescue, to send out public notifications for any major work activities or shifts in traffic patterns on the Project. An email distribution list was also developed from the preconstruction "pardon our dust" meetings and quarterly local town hall meetings which were also used for public notifications. *The local town hall meetings were used as a way to keep the local homeowners and businesses well informed of the Project status.*

**ATTACHMENT 4.2.6(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 27/244 Interchange Modifications</b> Location: <b>Arlington, Virginia</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Christiana Briganti-Dunn, PE, CCM</b> Phone: <b>703-259-2960</b> Email: <b>christiana.briganti@vdot.virginia.org</b>	<b>8/2015</b>	<b>9/2015*</b>  *Difference Due to Owner added scope	<b>\$31,400</b>	<b>\$32,550*</b>  *Difference Due to Owner added scope	<b>\$32,550</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95**  
**SAFETY IMPROVEMENTS AT ROUTE 3**

- Design-Build Delivery
- Primary Roadway Widening
- Signalization of Three Intersections
- Phased Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Worked with Lead Designer – Dewberry

**PROJECT NARRATIVE:**

In August 2011, the Shirley Design-Build Team comprised of Shirley Contracting Company, LLC (Shirley) as the Lead Contractor, and Dewberry Consultants LLC (Dewberry) as the Lead Designer, was awarded the Route 27/244 Design-Build Project (the Project) by the Virginia Department of Transportation (VDOT). The Project included the complete reconstruction of the existing 70-year-old bridge carrying Route 27 (Washington Boulevard) over Route 244 (Columbia Pike) and replacement of the existing box culvert conveying Long Branch through the middle of the interchange. The new, longer, and wider bridge included significant aesthetic features including decorative parapets and abutment walls, memorial pylons at the bridge corners, and haunched girders with a two-tone paint scheme to mimic the arch structure of the old bridge. A light well separates the westbound and eastbound lanes. The bridge also accommodated the widening of Columbia Pike also constructed as part of the Project. In addition, the project included reconfiguration of the interchange ramps to improve safety and community access, *signalization of three intersections*, removal of one existing traffic signal along Route 244, overhead sign structures, shared use path and sidewalk facilities with connections to existing facilities on Route 244, retaining walls, box culverts, major drainage structures, right-of-way acquisition, utilities design, coordination, and relocation, sound barrier, storm drainage, storm water management and landscaping.

A significant element of the Project was the replacement of an existing 10' x 7.5' box culvert that conveyed Long Branch through the center of the Project and was integral with the substructure of the existing bridge. The Team developed a culvert and bridge design concept with a new double 10' x 10' culvert aligned through the new bridges while maintaining structural independence between the design elements. This alignment optimized the culvert length, eliminated the need to tunnel large diameter pipes under Washington Boulevard, and minimized the impacts to the Long Branch Flood Plain. This concept also modified the location of the culvert outfall to minimize erosion that has been a maintenance concern for VDOT and Arlington County for many years.

**PROJECT SCOPE:**

- Bridge construction including decorative parapets and abutment walls
- Memorial pylons at bridge corners
- Haunched girders with two-tone paint scheme
- Widening of Columbia Pike
- Reconfiguration of interchange ramps
- Signalization of three intersections
- Overhead sign structures
- Shared use path
- Retaining walls
- 10' x 10" Double Box culvert
- Drainage structures
- Sound Barrier
- Storm Water Management

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, right-of-way acquisitions, permitting, utility relocations, public outreach, overall Project administration and construction management, and QA and QC. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. To address these stakeholder concerns, *our Team engaged regularly with the community through meetings where concerns were discussed and solutions were offered.* Below are examples of how our Team addressed concerns:
  - We changed the sequence of construction to eliminate planned night work that was allowed by the contract.
  - The Team modified the design which resulted in changes to the planned Maintenance of Traffic (MOT) on the Project. *This resulted in a reduction of impacts to neighboring residential communities and to the hotel. The Team's response to the community concerns were above and beyond what was required by the contract and is an example of how we provided value to the Owner and project stakeholders.*
2. The presence of Potomac Formation clays and silts presented problems with slope instability and excessive shrink/swell characteristics. Increasing the complexity of these subsurface materials where the planned fill slopes and varying height retaining walls, up to 25', required to widen the existing roadways. *Our Team selected the most cost effective alternatives.* For global stability concerns at fill slopes, H-piles were driven at 6' spacing to achieve the required factor of safety for stability. To save costs, we coordinated the design of temporary shoring systems at the bridge approaches so shoring piles could be left in place and double as global stability piles. At larger fills where settlement was a concern, we reduced loading on compressible materials through the use of lightweight cementitious fill for the embankment and retaining wall backfill. *The material reduced the total loading and expected settlement on the compressible clay layers by more than 50%. It also eliminated the need for long settlement wait times during construction enabling the project to proceed on schedule and budget.*
3. The Project scope also included modifications to the interchange ramps to improve safety and address multi-modal transportation issues. Our Team worked closely with VDOT to optimize the ramp alignment while balancing the need to upgrade the existing interchange to current design standards with the need to minimize the right-of-way impacts outside of the current tight urban footprint. *Through this effort our Team was able to eliminate design exceptions and 21 of the 32 design waivers that VDOT's RFP indicated would be required. The Project was completed on schedule.*

**ATTACHMENT 4.2.6(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>I-66/Route 29 Linton Hall Interchange</b>  Location: <b>Gainesville, Virginia</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Mehrdad Naderi</b> Phone: <b>703-259-2217</b> Email: <b>merhdad.naderi@vdot.virginia.org</b>	<b>6/2015</b>	<b>9/2015*</b>  *Difference Due to Owner added scope	<b>\$74,389</b>	<b>\$78,087*</b>  *Difference Due to Owner added scope	<b>\$78,087</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95 SAFETY IMPROVEMENTS AT ROUTE 3**

- Design-Bid-Build Delivery
- Interstate Construction/Reconstruction
- Signalization/Modifications
- Maintenance of Traffic
- Phased Construction
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Worked with Lead Designer – Dewberry

**PROJECT NARRATIVE:**

The Virginia Department of Transportation (VDOT) awarded Shirley Contracting Company, LLC (Shirley) the I-66/Route 29/Linton Hall Interchange Improvements Project in Gainesville, Virginia. This Design-Bid-Build project is one of the largest unit price construction projects in Virginia and is the final phase of the Gainesville/I-66 Improvements project (in which Shirley completed Phase III, \$81.4 million I-66 Widening). The \$76 million project included a pair of overpasses: one carrying Route 29 over the Norfolk Southern Railroad, and one carrying Linton Hall Road and John Marshall Highway over the railroad and Route 29. To further improve traffic flow, Shirley also widened Route 29 to 6-lanes and eliminated driveway entrances and two traffic signals between I-66 and Virginia Oaks Drive. The new, grade-separated interchange at Route 29/Linton Hall Road created a limited-access facility on Route 29 between Virginia Oaks Drive and Heathcote Boulevard. The phased construction also included construction and removal of several traffic detours during construction; over \$1 million of earthwork operations including 105,000 cubic yards of excavation and 947,000 cubic yards of embankment; ground improvements; storm water and water utility installation and relocation(s); approximately 59,100 tons of aggregate base; 123,500 tons of asphalt; signal installation/modifications; roadway lighting, TMS and signage; concrete crash walls; 10 MSE retaining walls consisting of approximately 288,000 SF.

A schedule challenge was the erection of 172 prestressed concrete girders over the active Norfolk Southern Railway for bridges that spanned the rail. Being unable to alter any train schedules to perform this work, our Team developed a plan which allowed for all equipment to be located outside the active track area. Working closely with Norfolk Southern, we identified a time when there were only two trains during a 10 hour period. Unfortunately, these two trains were critical for Norfolk Southern. Knowing that we could manage the schedule daily, we elected to utilize this 10 hour period as our erection window. ***Crews successfully completed the erection of all girders without delay or impact to the Norfolk Southern system. We also combined the final two phases of construction and accelerated construction of those phase from three months each to four weeks total.*** These final phases consisted of connecting two ramps across an existing detour road.

**PROJECT SCOPE:**

- Four new bridges
- Retaining walls
- TMS and signage/installation
- Concrete crash walls
- Roadway lighting
- Precast concrete panels
- Traffic Control
- Guardrail
- Pedestrian sidewalk
- Utility relocation/installation
- Traffic detours

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, right-of-way acquisitions, permitting, utility relocations, public outreach, overall Project administration and construction management, and QA and QC. All construction work was performed on a heavily traveled roadway. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. The rail lines were at high skews to traffic flows on both Route 29 and Route 55, which created challenges for normal design and construction techniques. To overcome these challenges, two bridges were designed/constructed with girder elements perpendicular to the railroad and not parallel to traffic flowing over top of the NSR, which is atypical. This resulted in span lengths of the structures being reduced to lengths so that prestressed concrete girders could be utilized instead of steel girders. If the girders were placed parallel to traffic flowing over top of the railroad, the bridge span distance would have been increased over 10 times of that as designed and constructed. This would have created larger bridge structures that would have to be constructed and maintained. The use of prestressed concrete girders also resulted in lower maintenance costs and longer service life for the bridges. Since the bridge girders were on a large skew to traffic flowing over the new bridges, unusual construction techniques had to also be utilized in placing the bridge deck slabs due to the variations in bolsters over the beams so that a smooth uniform riding surface was constructed for traffic. ***Overall, this innovative approach to the bridge spans being constructed perpendicular to the rail lines resulted in significantly smaller spans, smaller overall structures, and reduced maintenance and increased service life.***
2. ***The project is an award winning project that has been recognized for design innovation and excellence in asphalt pavement.*** Its phased construction required extensive coordination and detailed oversight of intricate construction elements to avoid issues as the phases of construction progressed all the while maintaining a high quality project.
3. ***The project has improved traffic flow with smooth riding courses, reduced congestion, improved both motorists and pedestrian safety, and is aesthetically appealing.***
4. ***The Teams public outreach efforts included "pardon our dust" meetings with local community associations to provide updates on the Project and upcoming traffic impacts. Variable message signs were also used to give advance notification to the traveling public on traffic shifts and project milestones. The Team also communicated directly with the adjacent property owners and businesses about construction that would impact them as needed. They also coordinated outreach to county officials and supervisors on a quarterly basis and prior significant traffic switches.***

**ATTACHMENT 4.2.6(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Interstate 66 Improvements</b> (Single Design Contract) Location: <b>Prince William County, VA</b>	Name: <b>Ph. I General Excavation</b> <b>Ph. II Moore Brothers</b> <b>Ph. III Shirley Contracting</b> <b>Ph. IV General Excavation</b> <b>Ph. V Shirley Contracting</b>	Name of Client.: <b>VDOT</b> <b>Northern Virginia District Office</b> Project Manager: <b>Amir Salahshoor, PE</b> Phone: <b>703-259-1957</b> Email: <b>A.Salahshoor@vdot.virginia.gov</b>	<b>6/2004</b>	<b>Phase I – 2008</b> <b>Phase II – 2006</b> <b>Phase III – 8/2010</b> <b>Phase IV – 10/2011</b> <b>Phase V – 8/2015</b>	<b>\$215,000</b> <b>(Estimated)</b>	<b>Phase I - IV</b> <b>\$217,145*</b> *Difference Due to Owner added scope	<b>\$10,007</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95**  
**SAFETY IMPROVEMENTS AT ROUTE 3**

- Field Survey and Base Mapping
- Environmental Permitting
- Roadway Design
- Interchange Modification & Ramp Improvements
- Hydraulic Design
- Traffic Engineering Design
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

Relevant Experience from this Project Includes:

- Construction value over \$10M for roadway work
- At-grade improvements at interchanges
- Signal and intersection improvements

**PROJECT NARRATIVE:**

Dewberry's Fairfax, Virginia office completed the preliminary and final design for the Virginia Department of Transportation to complete the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville (Exit 43, Route 29). *Dewberry had a single design contract for the design of all elements of this project which was broken into five construction contracts based on funding availability.* The project included the following elements:

- Widening of I-66 for over 4-miles from 4 to 8-lanes, including one HOV lane in each direction;
- Ramp modifications at the Route 234 Business Interchange;
- Ramp modifications at the Route 234 Bypass Interchange;
- Complete reconstruction of the Route 29 Interchange in Gainesville; and
- Traffic analysis and modeling for additional improvements in Gainesville to improve the operation of I-66.

As part of preliminary design for the I-66/Route 29 Interchange, traffic analysis, projections and modeling indicated that a new interchange was necessary at the Route 29 intersection with Linton Hall Road along with the need to eliminate at-grade railroad crossings on Route 29 and Gallerher Road. Additionally, the scope included a new local road connection (University Boulevard) between Route 29 and Wellington Road, including a new overpass of I-66 and Norfolk Southern Railroad. Dewberry completed final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Road Interchange, each of which was completed as a stand-alone construction contract.

Due to funding constraints, construction plans were separated into five plan packages and construction phases. The widening of I-66 was separated into two plan sets and advertised in stages, and the Route 29/Linton Hall Road Interchange, including University Boulevard, was advertised in three construction packages. Dewberry worked with VDOT to identify appropriate packaged elements so that phased improvements and added capacity could be completed as quickly as possible.

**PROJECT SCOPE:**

- Field surveys
- Geotechnical Investigations
- Environmental permit plate preparation
- Traffic and operational analysis and documentation (IJR)
- Roadway design, including more than 4 miles of interstate widening
- Structural design, including ten new interstate and interchange bridges
- Traffic management system (TMS) design
- TMP and complex temporary traffic control plan design
- Lighting and electrical design and traffic signal design
- Public meeting preparation, attendance, and support
- Coordination with Norfolk Southern Railroad

**DEWBERRY'S ROLE:**

As the Engineer of Record for the improvements, Dewberry was responsible for all services outlined in the "Project Scope" as well as coordination with sub-consultants and VDOT.

In addition to providing all design services, Dewberry prepared presentations and graphics for multiple public hearings, public meetings, and citizen outreach meetings, provided support to VDOT right-of-way acquisition and negotiation staff during acquisition of right-of-way and easements, and coordinated with Norfolk Southern Railroad for the retaining wall and drainage improvements to avoid impacts to the railroad property. During construction, Dewberry's involvement continued by providing support through shop drawing reviews, responding to RFI's, attending monthly coordination meetings and detail-specific construction meetings, and participated in formal partnering meetings and workshops.

*Similar to the I-95 Safety Improvements at Route 3, ramps at three interchanges on I-66 were modified or reconfigured to improve traffic operations and reduce congestion.* Modifications were completed through development of phased temporary traffic control plans so that service was maintained at all times during construction. Signalized intersections on Route 29 and Route 234 were each modified to reflect the changes in lane configurations and the addition of turning or thru lanes, and signal timings were adjusted to reflect the geometric changes and accommodate current traffic volumes and future projections.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. *Dewberry was awarded the 2015-2016 ACEC of Metropolitan Washington Engineering Excellence Merit Award in Design for Phase IV of the project.*
2. Advertisements for each Phase of the project were *delivered on-time with successful construction bids received below the Engineer's estimate.*
3. During construction, it became apparent that conditions of several bridges which were intended to be minimally rehabilitated (deck overlays and widenings) had deteriorated to the point that more significant improvements were required. Dewberry was issued a contract modification to complete designs for the complete reconstruction of the bridge decks (including structural steel) and replacement of all bridge piers. Plans were developed during construction and coordinated with the Shirley Team ensuring construction schedules were not impacted. *Plans were issued as a construction revision, and reconstruction was able to be completed without delaying the project schedule.*

**ATTACHMENT 4.2.6(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 7 Westbound Truck Climbing Lane Design-Build</b>  Location: <b>Loudoun County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>Virginia Department of Transportation</b> Project Manager: <b>Sanjeev Suri, PE, PMP</b> Phone: <b>703-259-2232</b> Email: <b>Sanjeev.suri@vdot.virginia.gov</b>	11/2013	12/ 2015	\$27,984	\$28,780*  * Difference Due to Owner Added Scope	\$1,984

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95 SAFETY IMPROVEMENTS AT ROUTE 3**

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Hydraulic Design
- Traffic Engineering Design
- Multi-Stages of TTC
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

Relevant Experience from this Project Includes:

- Construction value over \$10M for roadway work
- At-grade improvements at interchanges
- At-grade intersection improvements

**PROJECT NARRATIVE:**

In 2013, the Shirley-Dewberry design-build Team was awarded the contract to construct a truck climbing lane along westbound Route 7 between the West Market Street Interchange and the Route 9 Interchange. In addition to the truck climbing lane, median access and intersection locations were modified or closed in order to improve the safety of the corridor, and new local roads were completed adjacent to Route 7 to maintain access to local communities and residential properties. The existing West Market Street Interchange was modified to accommodate new turning movements, and the Route 9 Interchange was reconfigured to eliminate stop-controlled interchange ramp intersections and replace them with single-and multi-lane roundabouts.

To further improve safety and operations at the Route 9 Interchange, the Washington and Old Dominion (W&OD) Regional Trail was reconfigured to eliminate at-grade, unsignalized crossings and incorporate a free-flow grade separated facility which now passes beneath Route 9 and an interchange ramp. To provide this new trail alignment, a new single-span arch structure was completed beneath one of the interchange ramps, and architectural treatments and landscaping were incorporated to mimic adjacent trail features and structural elements.

**PROJECT SCOPE:**

- Field surveys
- Environmental permitting, wetland delineations, and permit monitoring
- Roadway design
- Roundabout design and analysis
- Structural design including bridge modifications and retaining walls
- Hydraulic design and stormwater management
- Temporary traffic control and transportation management plan development
- Lighting and electrical design
- Landscape design
- Public meeting preparation, attendance, and support

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services required by the scope of the project. Additional services completed by Dewberry's Fairfax office included field surveys and all environmental permitting and documentation. Dewberry also oversaw sub-consultant services to complete updated project aerial mapping, utility designations and test pits, geotechnical investigations, and pipe condition inspections and analysis.

During construction, Dewberry continued to attend public outreach meetings with the local community and regular progress meetings with VDOT and Loudoun County. Dewberry also reviewed all construction submittals, responded to construction RFIs, and completed permit monitoring as required by the environmental permits.

*Similar to the I-95 Safety Improvements at Route 3 project, the Route 7 Truck Climbing Lane project included reconfiguration of the Route 7/Route 9 Interchange to improve capacity, and at-grade intersections on Route 7 were eliminated or reconfigured to address safety concerns.* Modifications to the interchange ramps at the Route 9 interchange were completed as part of the reconfiguration of the interchange to incorporate roundabouts at each of the ramp terminals on Route 9. During design, Dewberry worked with VDOT to complete additional analysis of the roundabouts, and developed alternate concepts for both single lane and two-lane operations. Original contract requirements were to open the roundabouts in a single lane configuration, but construct the facilities to accommodate future 2-lane roundabout operation in the event that traffic volumes required the added capacity. Based on continued public outreach and additional analysis of the roundabouts, our Team and VDOT recognized the need to immediately open the roundabouts to 2-lane operations. Dewberry worked to update the plans for the 2-lane configuration, which was completed without delay to the project or additional impacts to the traveling public.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. The *project was completed on-time, including additional scope elements* to provide additional landscaping adjacent to private properties along Route 7 and modify the roundabouts to provide 2-lane operations.

**ATTACHMENT 4.2.6(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 50 Widening</b>  Location: <b>Fairfax and Loudoun Counties, Virginia</b>	Name: <b>Shirley Contracting Company LLC</b>	Name of Client: <b>Virginia Department of Transportation</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>703-259-1995</b> Email: <b>Susan.Shaw@VDOT.Virginia.gov</b>	<b>3/2011</b> <b>(Design-Build Contract Execution)</b>	<b>12/2015*</b>  *Difference Due to Owner added scope	<b>\$67,830</b>	<b>77,337*</b>  *Difference Due to Owner added scope	<b>\$4,127</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO I-95**  
**SAFETY IMPROVEMENTS AT ROUTE 3**

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Hydraulic Design
- Traffic Engineering Design
- Signalized Intersection Design & Corridor Timing
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

Relevant Experience from this Project Includes:

- Construction value over \$10M for roadway work
- At-grade improvements at an interchange
- Signal and intersection improvements

**PROJECT NARRATIVE:**

In 2011, the Design-Build Team of Shirley Contracting and Dewberry was awarded the contract for the widening of Route 50 from 4 to 6-lanes between Poland Road and Route 28, a distance of approximately 5-miles. Dewberry's Fairfax, Virginia office was responsible for all final design of the project. In addition to widening the road to provide increased capacity, the existing pavement was completely reconstructed and a new roadway alignment was developed to maintain a 50' median throughout the corridor. Local access points were consolidated and modified, and 8 signalized intersections were either modified or added as part of the Project.

During design, Dewberry worked with VDOT and adjacent property owners to incorporate additional improvements to avoid future reconstruction and impacts to the traveling public. Improvements added to the project included additional turn lanes and auxiliary lanes on Route 50, Avion Parkway, and Stonecroft Boulevard, and a new ramp connection from southbound Route 28 to southbound Lee Road via a new signalized intersection on westbound Route 50.

**PROJECT SCOPE:**

- Field surveys
- Environmental surveys, coordination and permitting
- Roadway design
- Structural design for Route 50 bridge over Cub Run
- Structural design for multiple retaining walls
- Hydraulic and stormwater management design
- Maintenance of Traffic Plan development for seven stages of construction
- Traffic signal design and corridor timing development
- Right-of-way and utility easement plan development
- Sanitary sewer and water main relocation design
- Public meeting involvement

**DEWBERRY'S ROLE:**

Dewberry served as the Lead Designer for the Shirley design-build Team and was responsible for all of the items listed in the "project scope" section. In addition to all engineering design, Dewberry also oversaw all design sub-consultant services including aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and traffic data collection.

At the outset of design, our Team developed an alternate sequence of construction concept which allowed construction to start within existing right-of-way and before utilities were relocated. This allowed construction to begin approximately 12 months in advance of the originally anticipated construction start date. In order to implement this accelerated construction start, Dewberry developed an advance construction plan package which included only the first two stages of construction. This allowed temporary pavement and bridge construction to begin ahead of final plans being approved, and allowed work to be completed on a parallel path with right-of-way acquisitions and utility relocations. Additional details of other design scope of work completed by Dewberry include:

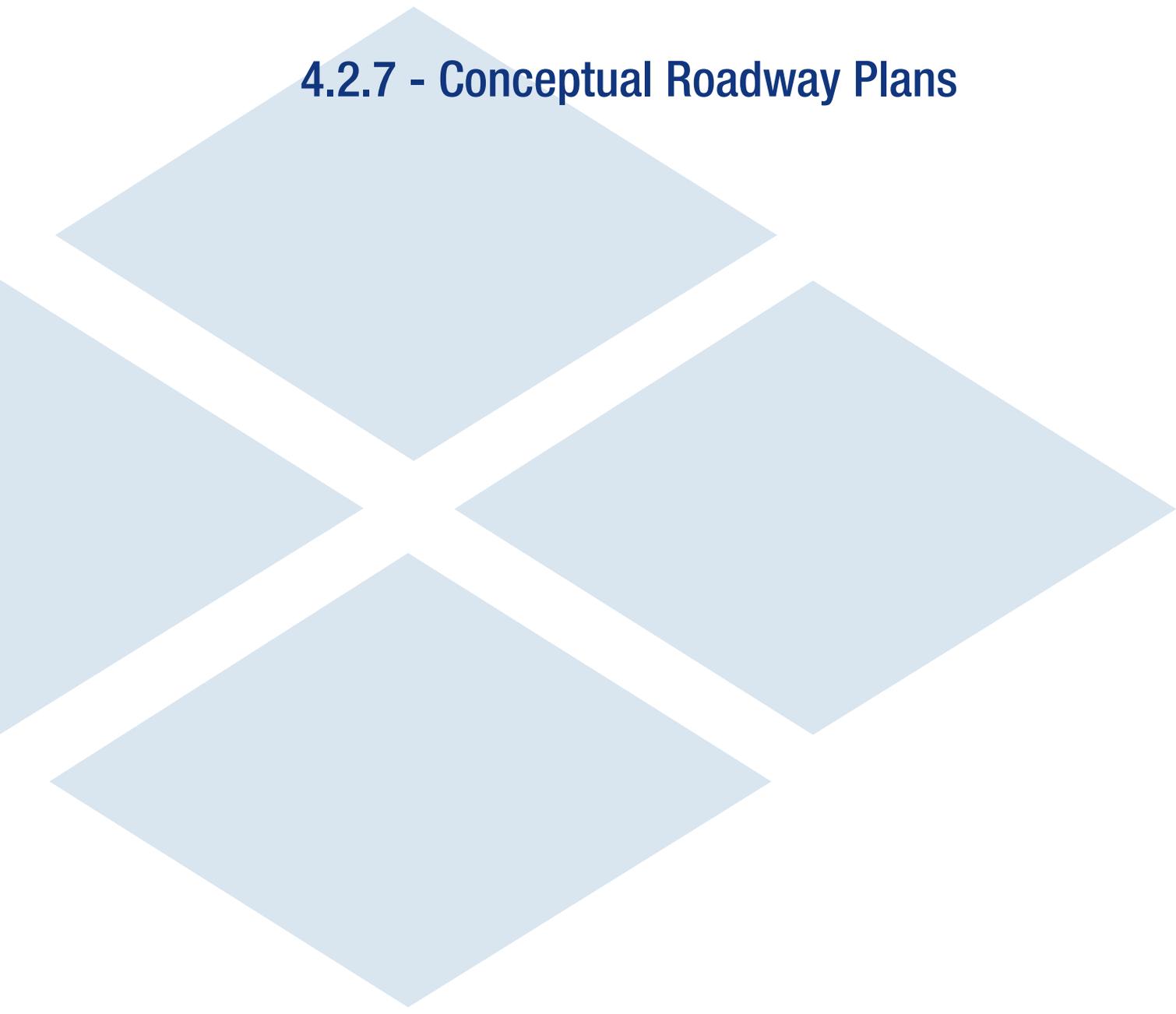
- Five miles of 36" water main relocation design
- Layout of all utility easements and utility relocations, which were then detailed by individual utility companies (power, communication, and gas) for construction
- Development and approval of final right-of-way plans
- Development of new/updated traffic signal timings after construction due to additional and unexpected growth west of the project in Loudoun County
- Detailed maintenance of traffic plans
- Modifications to the Route 28 Interchange to provide signalized access and channelized turn lanes from southbound Route 28 to southbound Lee Road via westbound Route 50.

While the original roadway was only 2-lanes in each direction, the rapid development of residential communities in western Loudoun County required the Temporary Traffic Control (TTC) plans to be revised during construction to accelerate the opening of a third lane for the eastern half of the project. Working with VDOT and Shirley, Dewberry developed new TTC plans which minimized the amount of additional temporary paving required while ensuring a third lane could be maintained during the remainder of the project.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. *The project was completed on-time, including the additional scope* which was added to the contract to provide improved traffic flow at the Lee Road intersection.

## 4.2.7 - Conceptual Roadway Plans

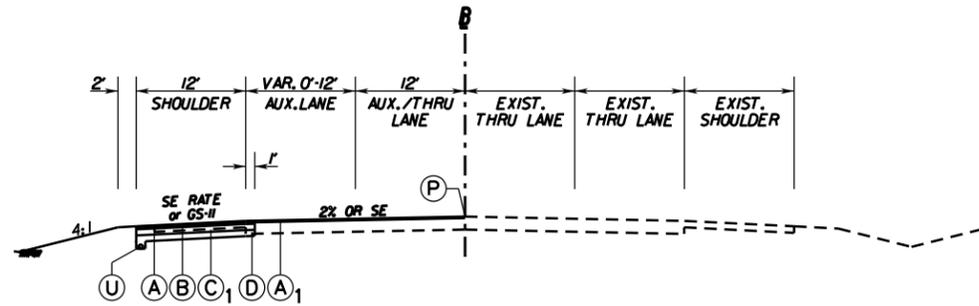


REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201, C-501	2A(1)

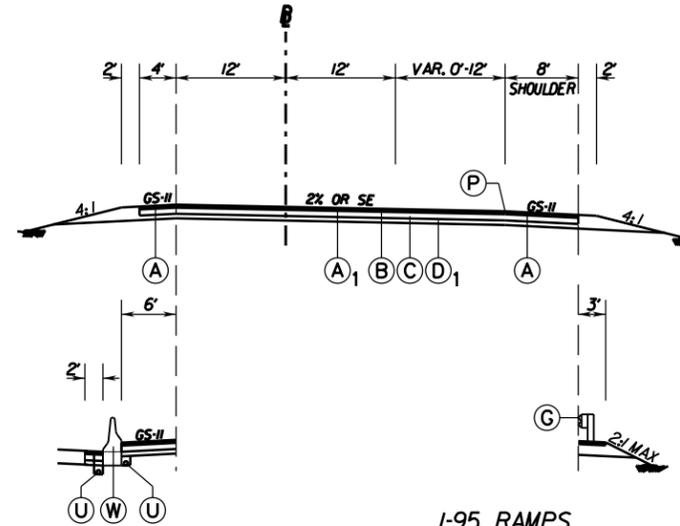
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

# TYPICAL SECTIONS

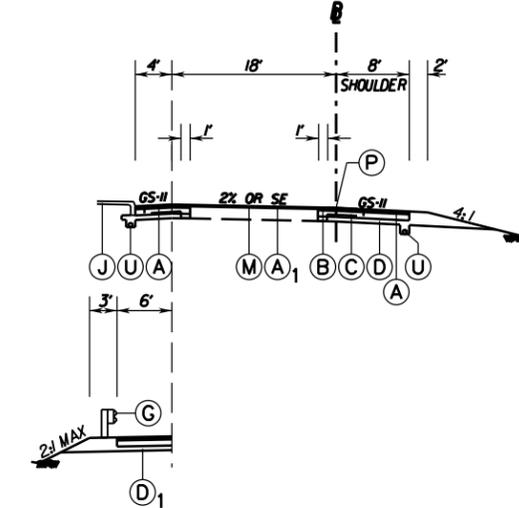
I-95 SOUTHBOUND  
RAMP B DECELERATION LANES



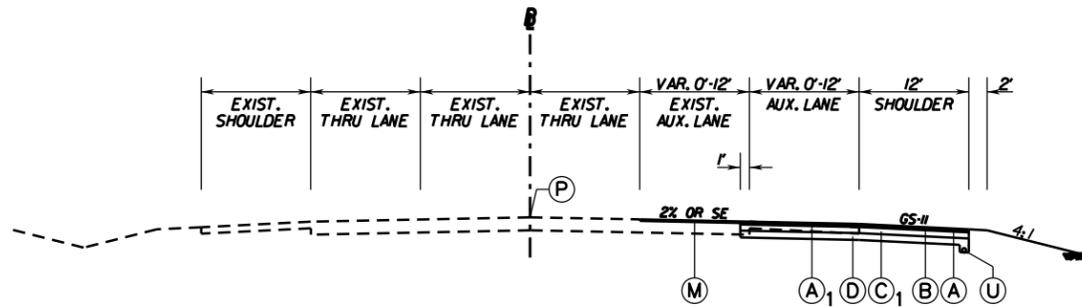
I-95 RAMPS  
RAMP A



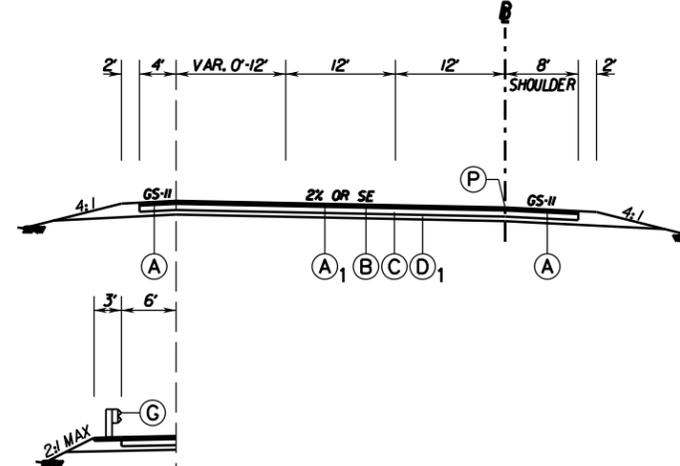
I-95 RAMPS  
LOOP RAMP B



I-95 NORTHBOUND  
RAMP A ACCELERATION LANES



I-95 RAMPS  
RAMP B



## LEGEND

- |  |  |   |
|--|--|---|
| (A) Asphalt Concrete, Type SM-12.5A @ 220 lbs/sy   | (D <sub>2</sub> ) Min. 8" Aggregate Base Material, Type I, Size No. 21B Matching Bottom of Ex'ist. Aggregate Base Material | (P) Profile Grade Line                  |
| (A <sub>1</sub> ) Asphalt Concrete, Type SM-12.5E @ 220 lbs/sy                                   | (G) Guardrail, S'd. GR-2   | (Q) Point of Rotation                   |
| (B) Asphalt Concrete, Type IM-19.0D @ 220 lbs/sy   | (H) Curb, S'd. CG-3  | (R) Retaining Wall                      |
| (C) 6" Asphalt Concrete, Type BM-25.0A   | (J) Solid Concrete Raised Median Strip, S'd. MS-1  | (U) Underdrain, S'd. UD-4               |
| (C <sub>1</sub> ) 8" Asphalt Concrete, Type BM-25.0A   | (J <sub>1</sub> ) Solid Concrete Raised Median Strip, S'd. MS-1 with Flexible Post Delineators                             | (U <sub>1</sub> ) Underdrain, S'd. UD-2 |
| (D) 8" Aggregate Base Material, Type I, Size No. 21B Connected to a Standard UD-4 Edge Drain     | (K) Solid Concrete Raised Median Strip, S'd. MS-1A   | (V) Variable Depth Overlay/Build-up     |
| (D <sub>1</sub> ) 8" Aggregate Base Material, Type I, Size No. 21B to be Extended and Daylighted | (M) Mill Existing Pavement, 2"   | (W) Concrete Median Barrier, S'd. MB-8A |

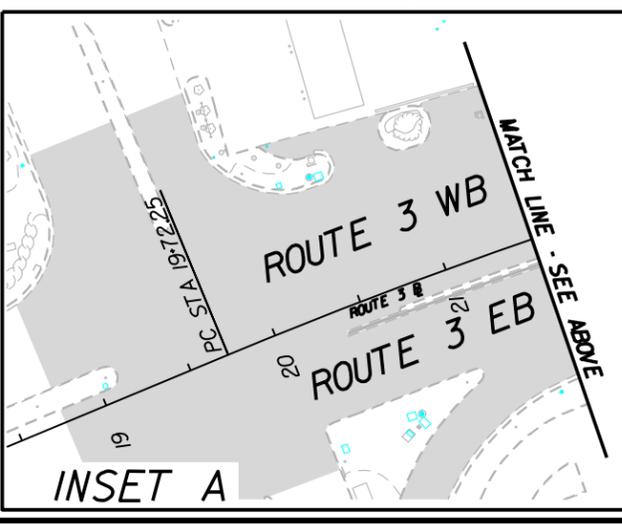
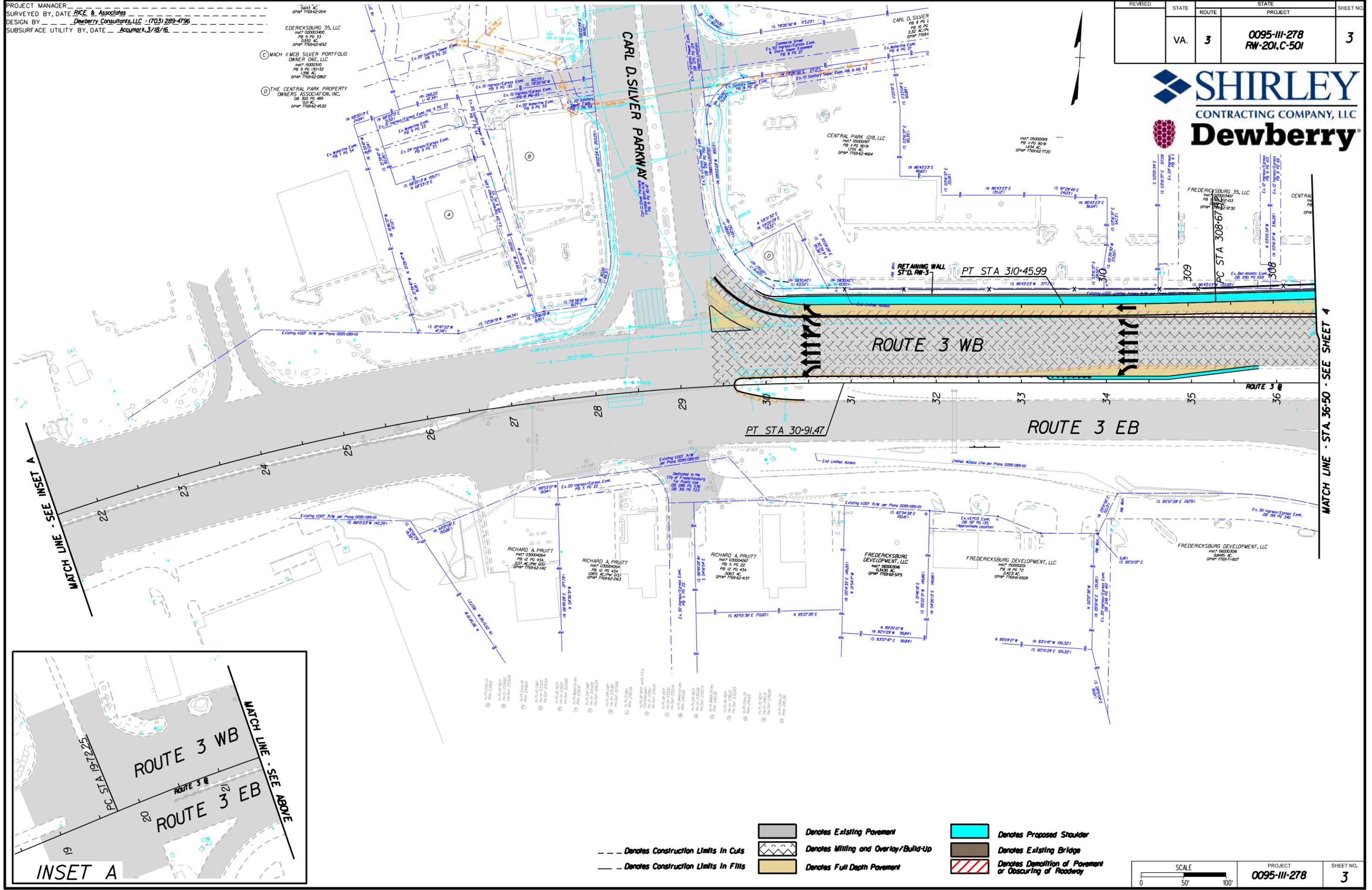




PROJECT MANAGER  
 SURVEYED BY, DATE **RICE & Associates**  
 DESIGN BY **Dewberry Consultants, LLC - (703) 289-4796**  
 SUBSURFACE UTILITY BY, DATE **Acumark, 3/18/16**

0643 AC  
 GPN# 7769-62-054  
 EDERICKS/BURO 35, LLC  
 INST# 000013400  
 PB 9 PG 33  
 0345 AC  
 GPN# 7769-62-652  
 (C) MACH II MCB SILVER PORTFOLIO  
 OWNER ONE, LLC  
 INST# 5000350  
 PB 9 PG 130-132  
 1296 AC  
 GPN# 7769-62-0862  
 (D) THE CENTRAL PARK PROPERTY  
 OWNERS ASSOCIATION, INC.  
 DB 300 PG 489  
 041 AC  
 GPN# 7769-62-4532

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	3



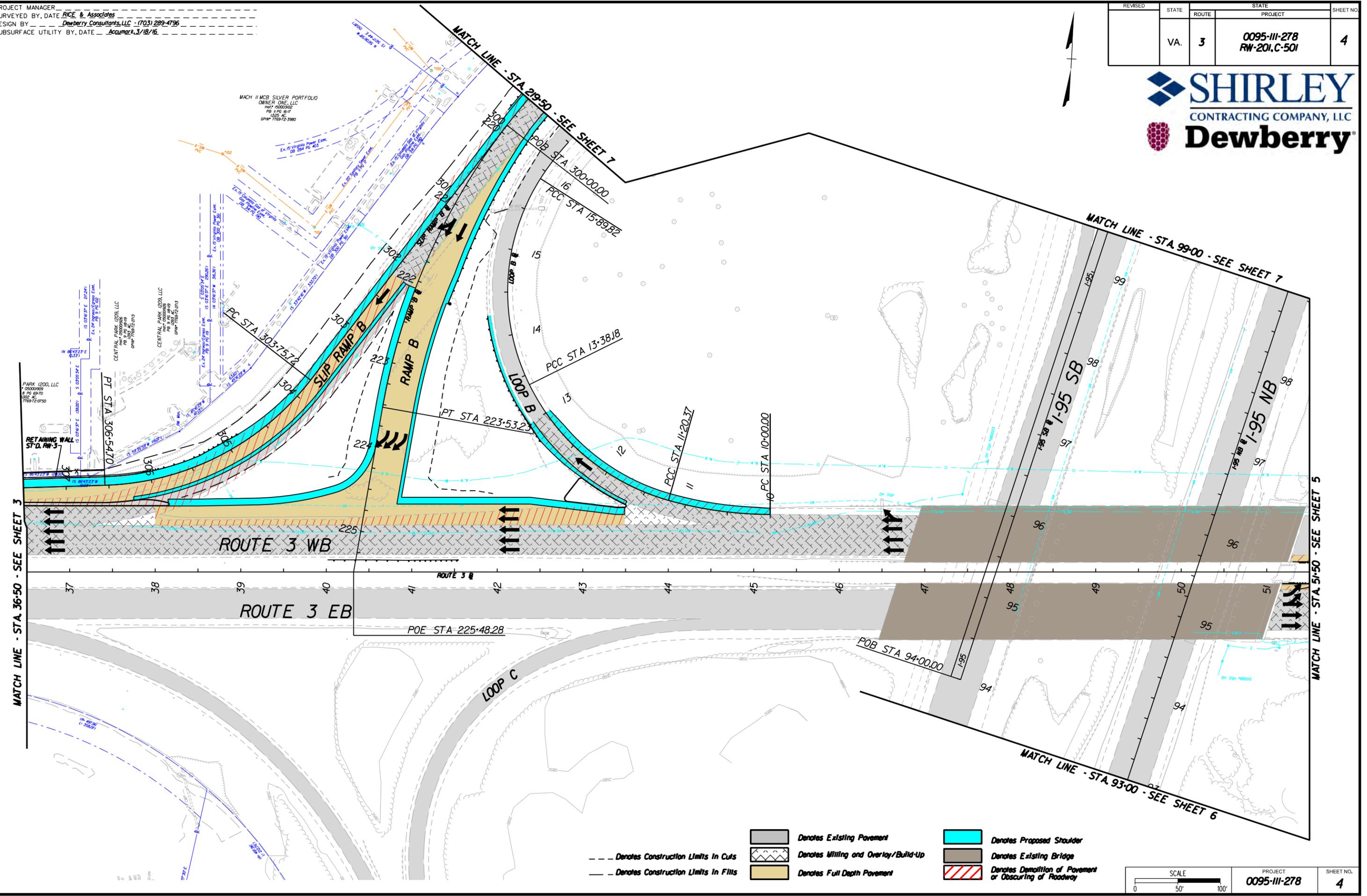
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- Denotes Construction Limits In Cuts
- Denotes Milling and Overlay/Build-Up
- Denotes Construction Limits In Fills
- Denotes Full Depth Pavement
- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Demolition of Pavement or Obscuring of Roadway

SCALE 0 50' 100'	PROJECT 0095-III-278	SHEET NO. 3
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MATCH LINE - STA. 36+50 - SEE SHEET 4

PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE RICE & Associates  
 DESIGN BY Dewberry Consultants, LLC - (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE Acumark, 3/18/16

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	4

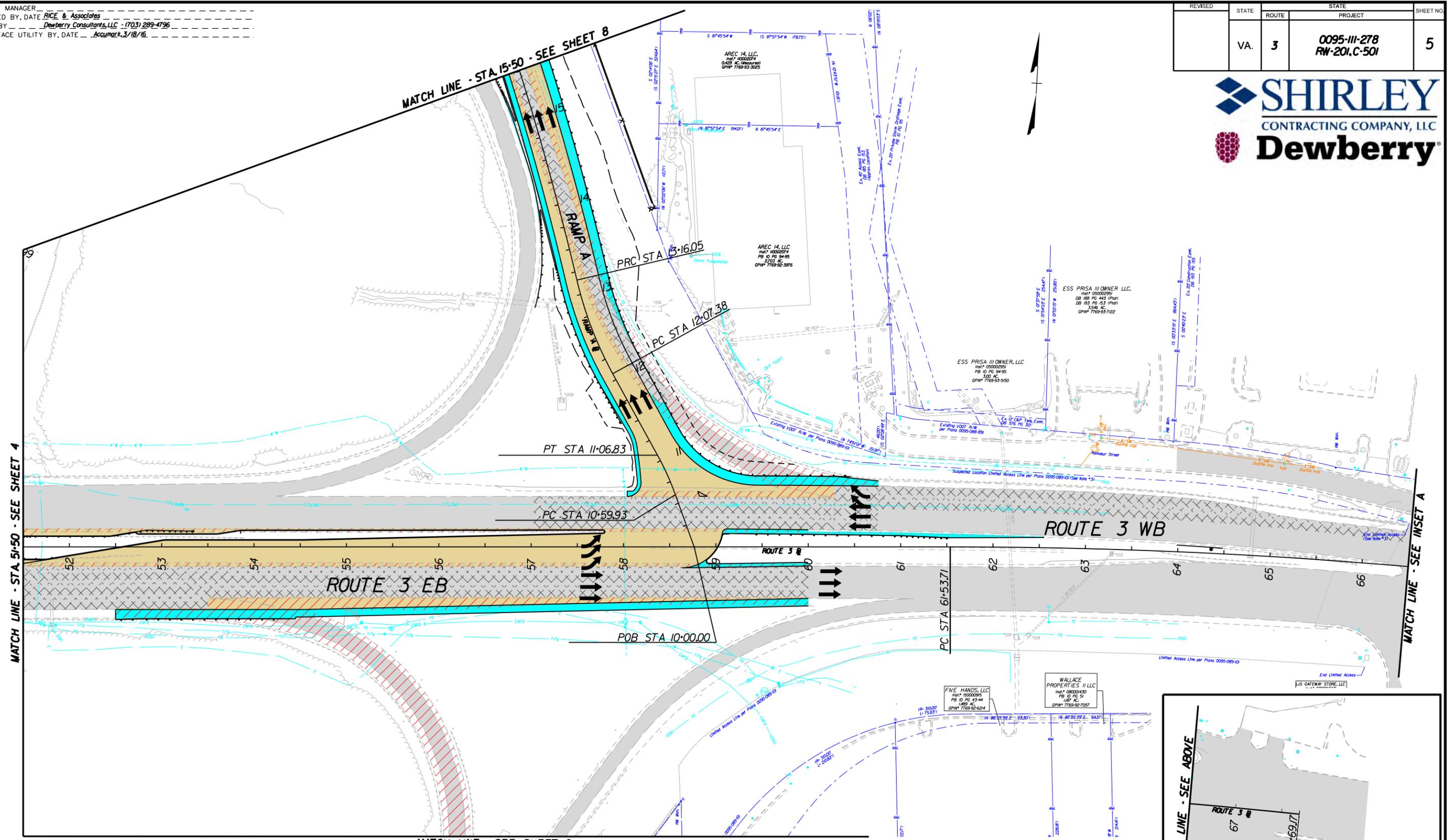


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- Denotes Full Depth Pavement
- Denotes Demolition of Pavement or Obscuring of Roadway
- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Construction Limits In Cuts
- Denotes Construction Limits In Fills

SCALE 0 50' 100'	PROJECT 0095-III-278	SHEET NO. 4
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PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE RICE & Associates  
 DESIGN BY Dewberry Consultants, LLC - (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE Acumark 3/18/16

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	5



MATCH LINE - STA 5+50 - SEE SHEET 4

MATCH LINE - STA 15+50 - SEE SHEET 8

MATCH LINE - SEE INSET A

MATCH LINE - SEE SHEET 6

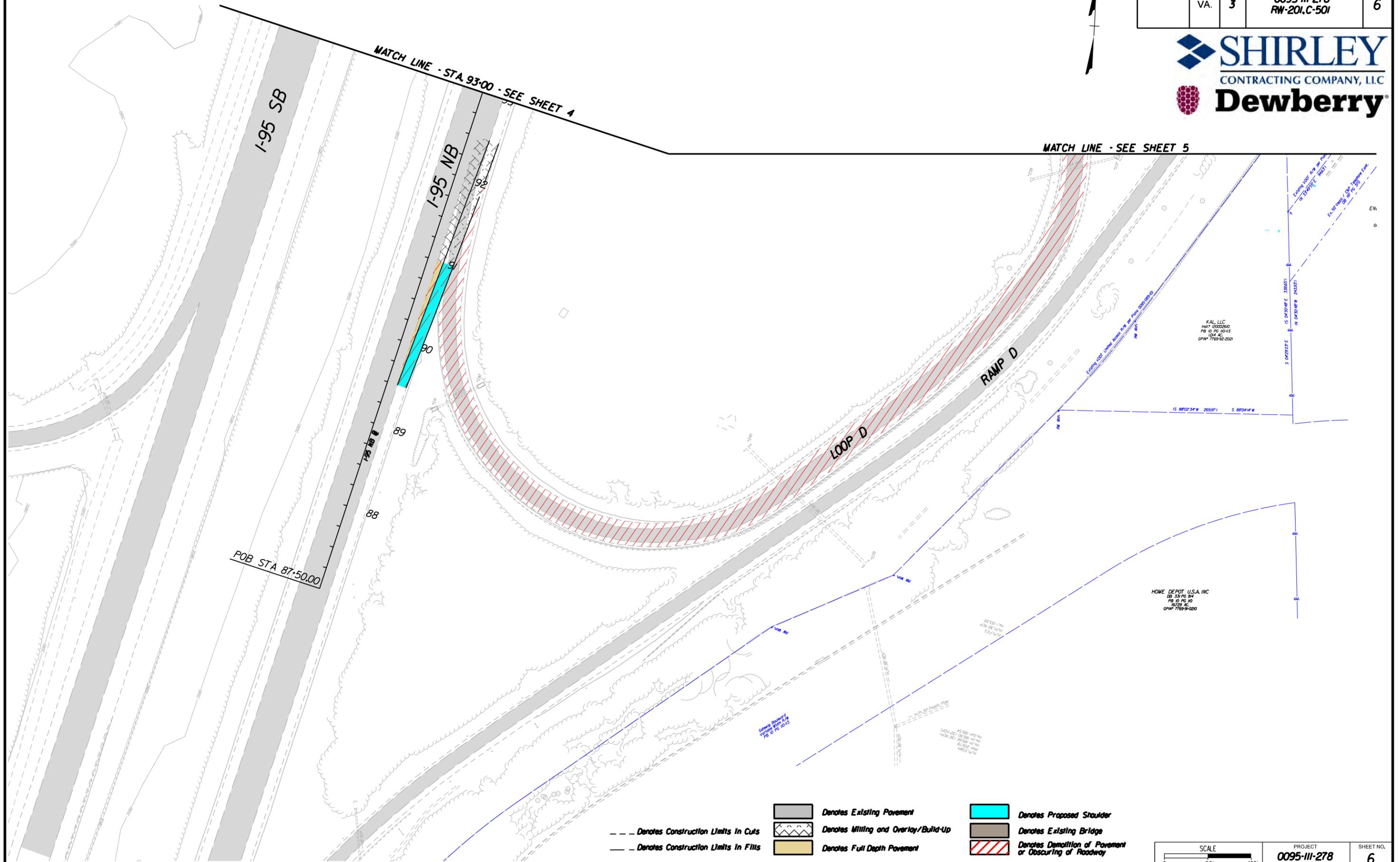
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- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Demolition of Pavement or Obscuring of Roadway
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Full Depth Pavement



SCALE 0 50' 100'	PROJECT 0095-III-278	SHEET NO. 5
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PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE RICE & Associates  
 DESIGN BY Dewberry Consultants, LLC - (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE Acumark, 3/18/16

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	6



- Denotes Existing Pavement
- Denotes Construction Limits In Cuts
- Denotes Construction Limits In Fills
- Denotes Milling and Overlay/Build-Up
- Denotes Full Depth Pavement
- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Demolition of Pavement or Obscuring of Roadway

SCALE 0 50' 100'

PROJECT 0095-III-278 SHEET NO. 6

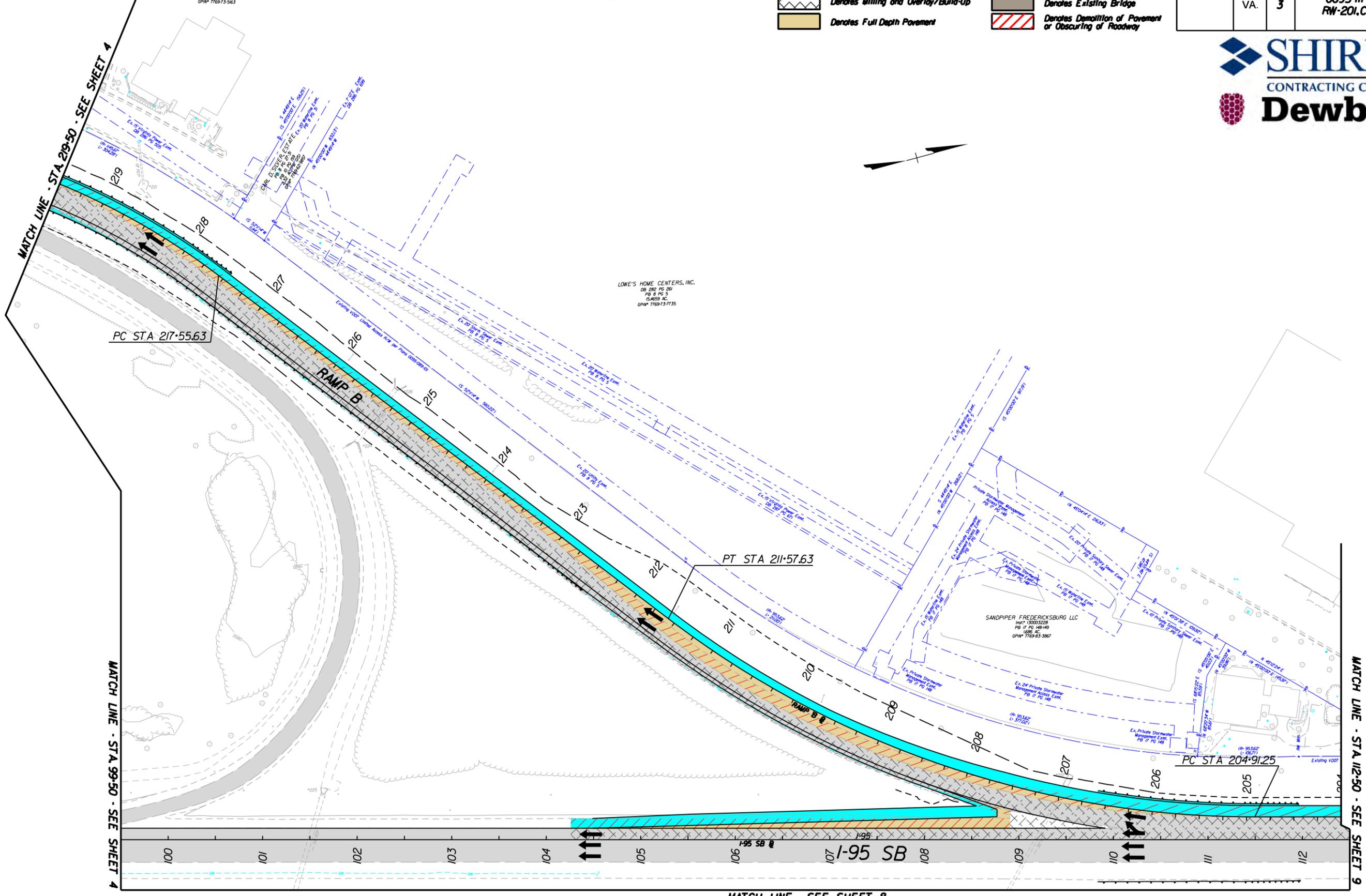
PROJECT MANAGER  
 SURVEYED BY, DATE *RICE & Associates*  
 DESIGN BY *Dewberry Consultants, LLC* - (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE *Acumatch* 3/18/16

--- Denotes Construction Limits In Cuts  
 --- Denotes Construction Limits In Fills

Denotes Existing Pavement  
 Denotes Milling and Overlay/Build-Up  
 Denotes Full Depth Pavement

Denotes Proposed Shoulder  
 Denotes Existing Bridge  
 Denotes Demolition of Pavement or Obscuring of Roadway

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	7



MATCH LINE - STA 99+50 - SEE SHEET 4

MATCH LINE - STA 112+50 - SEE SHEET 9

MATCH LINE - SEE SHEET 8

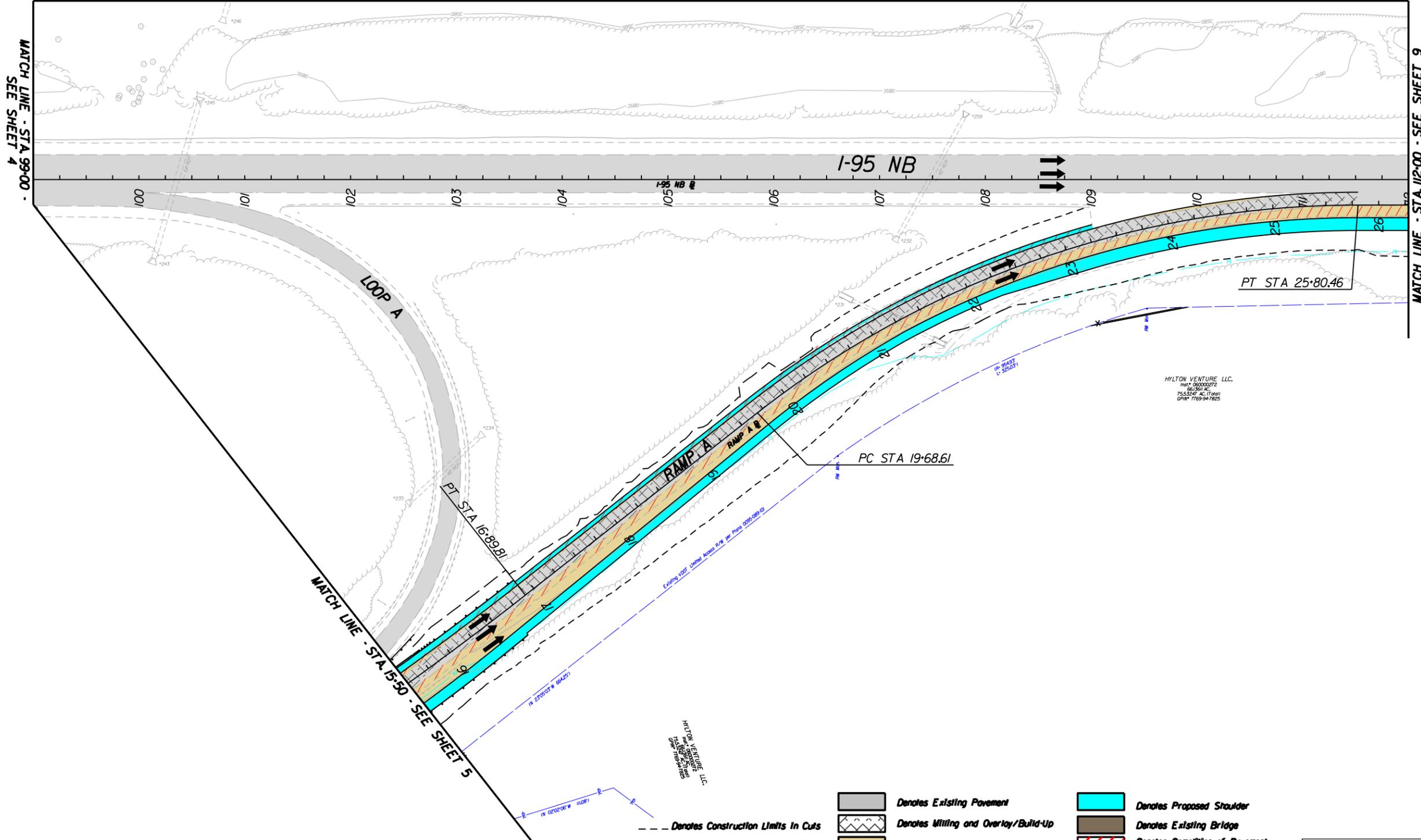
SCALE 0 50' 100'	PROJECT 0095-III-278	SHEET NO. 7
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PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE RICE & Associates  
 DESIGN BY Dewberry Consultants, LLC - (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-20I.C-50I	8



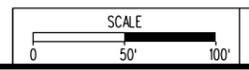
MATCH LINE - SEE SHEET 7



HYLTON VENTURE LLC.  
 9441 32002072  
 661361 AC  
 75533647 AC (1/2011)  
 GPIN# 7769-947825

HYLTON VENTURE LLC.  
 9441 32002072  
 661361 AC  
 75533647 AC (1/2011)  
 GPIN# 7769-947825

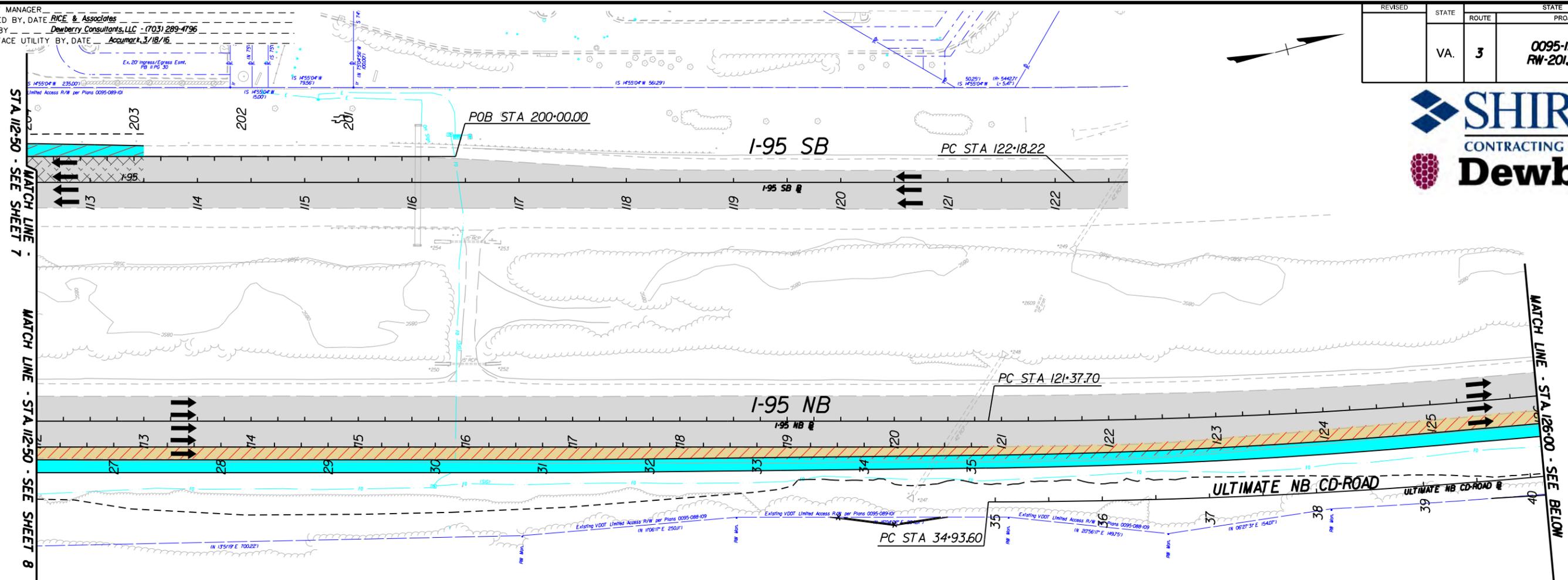
- Denotes Existing Pavement
- Denotes Milling and Overlay/Build-Up
- Denotes Full Depth Pavement
- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Demolition of Pavement or Obscuring of Roadway
- Denotes Construction Limits In Cuts
- Denotes Construction Limits In Fills



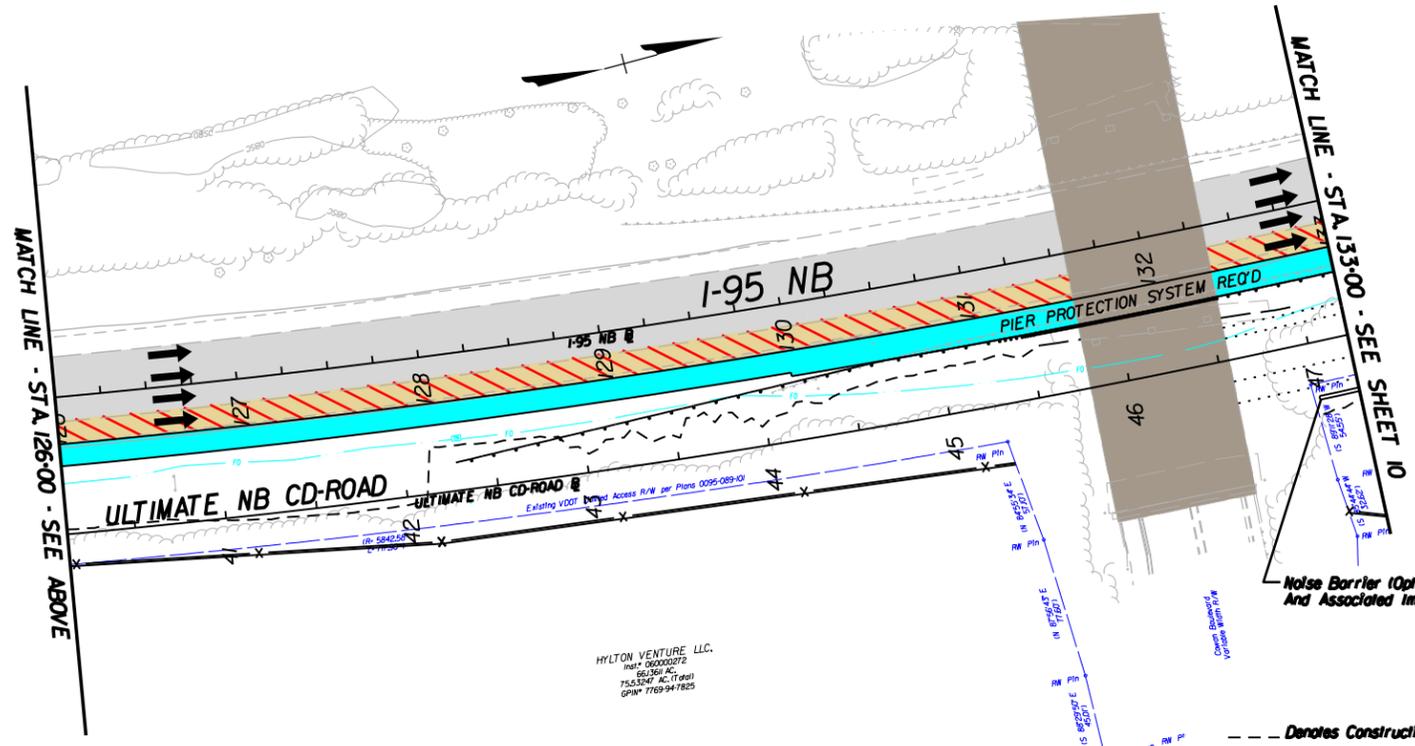
PROJECT	SHEET NO.
0095-III-278	8

PROJECT MANAGER  
 SURVEYED BY, DATE *RICE & Associates*  
 DESIGN BY *Dewberry Consultants, LLC - (703) 289-4796*  
 SUBSURFACE UTILITY BY, DATE *Acumark, 3/18/16*

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	9



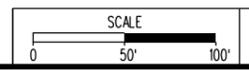
HYLTON VENTURE LLC.  
 INC# 060002072  
 66,350 AC.  
 75,53247 AC (Total)  
 GP# 7769-947825



HYLTON VENTURE LLC.  
 INC# 060002072  
 66,350 AC.  
 75,53247 AC (Total)  
 GP# 7769-947825

--- Denotes Construction Limits In Cuts  
 --- Denotes Construction Limits In Fills

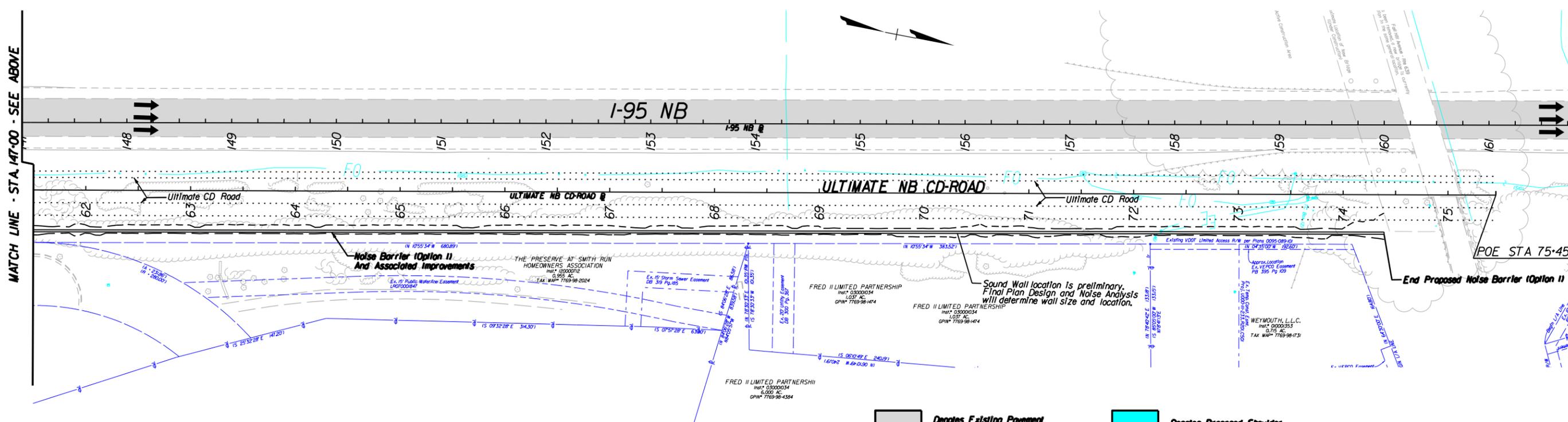
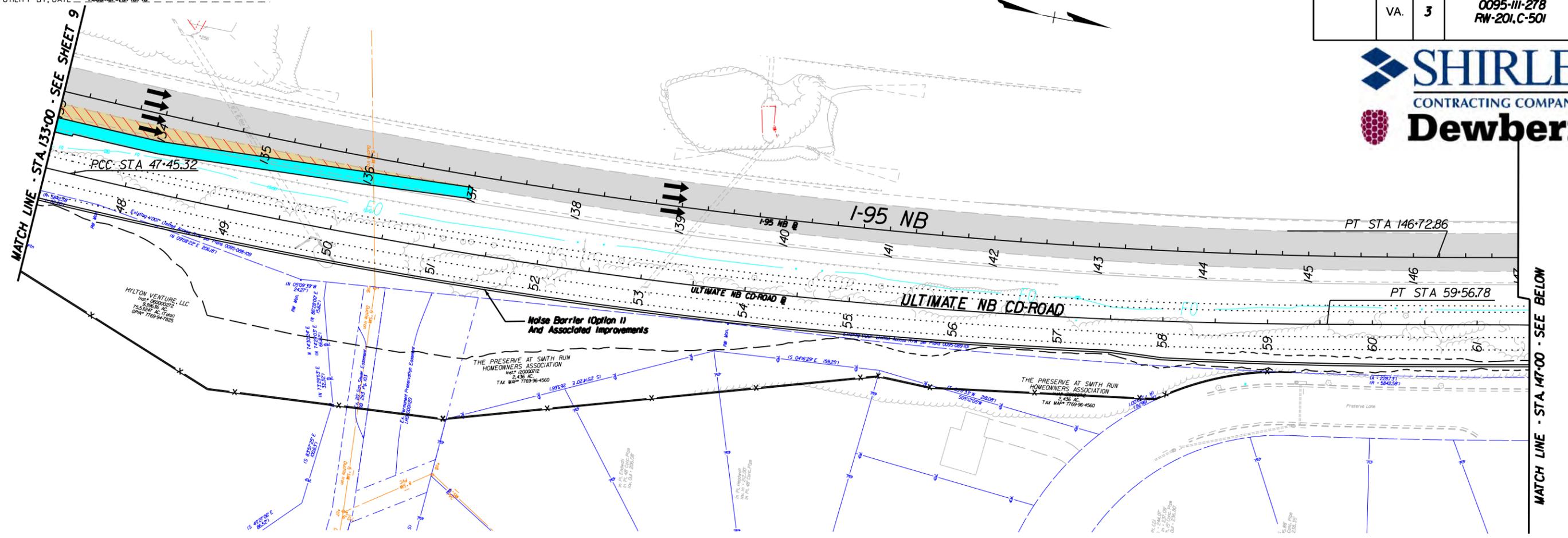
- Denotes Existing Pavement
- Denotes Milling and Overlay/Build-Up
- Denotes Full Depth Pavement
- Denotes Proposed Shoulder
- Denotes Existing Bridge
- Denotes Demolition of Pavement or Obscuring of Roadway



PROJECT	SHEET NO.
0095-III-278	9

PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE RICE & Associates  
 DESIGN BY Dewberry Consultants, LLC (703) 289-4796  
 SUBSURFACE UTILITY BY, DATE Acumark 3/18/16

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	3	0095-III-278 RW-201.C-501	10



- Denotes Existing Pavement
- Denotes Proposed Shoulder
- Denotes Construction Limits In Cuts
- Denotes Existing Bridge
- Denotes Construction Limits In Fills
- Denotes Full Depth Pavement
- Denotes Demolition of Pavement or Obscuring of Roadway

SCALE 0 50' 100'

PROJECT 0095-III-278

SHEET NO. 10

Response to Request for Proposals

# I-95 SAFETY IMPROVEMENTS AT ROUTE 3

City of Fredericksburg, Virginia

State Project No.: 0095-111-278  
Federal Project No.: OC-095-2(535)  
Contract ID Nmber: C00107715DB91

## PRICE PROPOSAL



SUBMITTED BY:



IN ASSOCIATION WITH:





# 4.0.1.2 - Price Proposal Checklist

ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL  
CHECKLIST**

**Addendum No. 3**

Project Name: I-95 Safety Improvements at Route 3

Contract ID Number: C00107715DB91

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➤ Contents of Price Proposal:

- Cost Breakdown Summary in whole numbers and the Proposal Price, in both numbers and words which is the sum (Total Price) for the Base Scope and Option 1 (Attachment 4.3.1)**
  - Price Adjustment Information and Forms for Fuel and Asphalt for the Base Scope and Option 1, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, and Attachments 6.3)**
  - Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications for the Base Scope and Option 1**
  - Sworn Statement Forms (C-104, C-105, Attachments 4.3.4(a) and 4.3.4(b))**
  - CD-ROM containing the entire Price Proposal in a single cohesive Adobe PDF file**
-

# 4.3.1 - Proposal Price

**ATTACHMENT 4.3.1**

**PRICE PROPOSAL FORM**

**4.8.1** Offeror shall specify the pricing information for the items below, the dollars amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary;

A. Base Scope

Design Services, LS	\$ 2,650,000.00
Construction Services (exclude QA/QC), LS	\$13,125,631.00
Quality Assurance (QA) (Construction), LS	\$ 450,000.00
Quality Control (QC) (Construction), LS	\$ 375,000.00
All Other Costs, LS	\$ 2,011,000.00
Base Scope – Subtotal	\$18,611,631.00

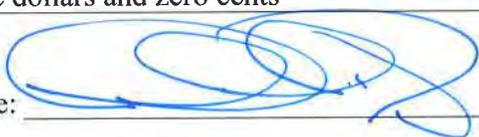
B. Option 1

Design Services, LS	\$ 350,000.00
Construction Services (exclude QA/QC), LS	\$ 2,158,020.00
Quality Assurance (QA) (Construction), LS	\$ 15,000.00
Quality Control (QC) (Construction), LS	\$ 80,000.00
All Other Costs, LS	\$ 75,000.00
Option 1 – Subtotal	\$ 2,678,020.00

**Total Proposal Price (Base Scope Subtotal + Option 1 Subtotal);** (Specify the Total Lump Sum price in both numbers and words, this price shall **equal** to the total sum of the items listed above)

Lump Sum (LS): Twenty one million two hundred eighty nine thousand six hundred

fifty one dollars and zero cents (\$ 21,289,651.00 )

Signature:  Date: January 4, 2017

Design-Builder: Shirley Contracting Company, LLC

Vendor No.: S018

## 4.3.2 - Adjustment to Asphalt & Fuel Prices

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**EXHIBIT 6.3(a)**  
**ADJUSTMENT FOR ASPHALT**  
**SPECIAL PROVISION FOR**  
**ASPHALT MATERIAL PRICE ADJUSTMENT for DESIGN-BUILD PROJECTS**

September 26, 2016

All asphalt material listed in the attached "Master Listing of Asphalt Material Items Eligible for Price Adjustment" will be adjusted in accordance with the provisions as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract. Any item added through a Work Order which contains Asphalt Material will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

Each month, the Department will publish an average state-wide PG 64S-22 f.o.b. price per ton and an average PG 64E-22 f.o.b. price per ton developed from the average terminal prices provided to the Department from suppliers of asphalt cement to contractors doing work in Virginia. The Department will collect terminal prices from approximately 12 terminals each month. These prices will be received once each month from suppliers on or about the last weekday of the month. The high and low prices will be eliminated and the remaining values averaged to establish the average statewide price for the following month. That monthly state-wide average price will be posted on the Scheduling and Contracts Division website on or about the first weekday of the following month. In the event the average prices were to change 10 percent or more of the Base Index during the middle of the month, the Design Builder can submit a letter to the Department and the supplier that provides evidence of the difference in price. Upon receipt of the letter consideration will be given to extend additional adjustments as deemed necessary.

This monthly statewide average price will be the Base Index for all contracts on which Price Proposals are received during the calendar month of its posting and will be the Current Index for all asphalt placed during the calendar month of its posting. In the event an index changes radically from the apparent trend, as determined by the Engineer, the Department may establish an index which is determined to best reflect the trend.

The amount of adjustment applied will be based on the difference between the Price Proposal\Contract Base Index and the Current Index for the applicable calendar month during which the work is performed. Calculations must be done for each type of Asphalt Material put in place each month, whether the Current Index is higher or lower than the Base Index. The calculation for the adjustment shall be shown as follows:

$$A = Q \times \%AC \times IC$$

Where: A = Asphalt Adjustment Dollar Amount

Q = Quantity of Asphalt Material put in place during the month

%AC = % of Asphalt Cement in the Asphalt Material as specified in the Job Mix Formula

IC = Numeric Dollar Difference, either positive or negative, between the Base Index and Current Index

*Example Calculation for Negative Price Adjustment (Credit back to VDOT):*

7,500 Tons of SM-12.5A put in place during the month (Q), Job Mix is 6.1% Asphalt Cement for SM-12.5A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$500/Ton, Difference of - \$15.00/Ton (IC)

$$7,500 \text{ Tons SM-12.5A} \times 6.1\% \times -\$15.00/\text{Ton} = -\$6,862.50 \text{ Adjustment Amount}$$

*Example Calculation for Positive Price Adjustment (Paid to the Design-Builder):*

10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$560/Ton, Difference of + \$45.00/Ton (IC)

$$10,000 \text{ Tons BM-25.0A} \times 5.2\% \times \$45.00/\text{Ton} = +\$23,400.00 \text{ Adjustment Amount}$$

Adjustment of any asphalt material item designated as a price adjustment item which does not contain PG 64-22, except PG 76-22 or PG 70-28, will be based on the indexes for PG 64-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

The quantity of asphalt emulsion for surface treatments to which adjustment will be applied will be the quantity based on 65 percent residual asphalt.

Price adjustment will be shown as a separate entry on the monthly application of payment for work packages completed; however, such adjustment will not be included in the total cost of the work for progress determination or for extension of contract time. Items the Design-Builder claims in its application of payment for asphalt adjustments must include supporting calculations certified by the Quality Assurance Manager (QAM). These calculations must be completed relative to the calendar month under which the work was performed and shall be submitted for either positive or negative adjustment.

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.

**VIRGINIA DEPARTMENT OF TRANSPORTATION  
MASTER LISTING OF  
ASPHALT MATERIAL ITEMS ELIGIBLE FOR PRICE ADJUSTMENT  
(10-27-09)**

<b>ITEM</b>	<b>DESCRIPTION</b>	<b>UNITS</b>	<b>SPECIFICATION</b>
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10420	Blotted Seal Coat Ty. B	Sy	ATTD
10422	Blotted Seal Coat Ty. C	Sy	ATTD
10423	Blotted Seal Coat Ty. C-1	Sy	ATTD
10424	Blotted Seal Coat Ty. D	Sy	ATTD
10598	Ns Asphalt Concrete	Ton	315
10606	Asphalt Concrete Ty. SM-9.5	Ton	315
10607	Asphalt Concrete Ty. SM-12.5A	Ton	315
10608	Asphalt Concrete Ty. SM-12.5D	Ton	315
10609	Asphalt Concrete Ty. SM-12.5E (76-22)	Ton	315
10610	Asphalt Concrete Ty. IM-19.0A	Ton	315
10611	Asphalt Concrete Ty. IM-19.0D	Ton	315
10612	Asphalt Conc. Base Cr. Ty. BM-25.0	Ton	315
10613	Asphalt Concrete Ty. BM-37.5	Ton	315
10635	Asphalt Concrete Ty. SM-9.5A	Ton	315
10636	Asphalt Concrete Ty. SM-9.5D	Ton	315
10637	Asphalt Concrete Ty. SM-9.5E (76-22)	Ton	315
10639	Asphalt Concrete Ty. SM-19.0	Ton	315
10642	Asphalt Concrete Ty. BM-25.0A	Ton	315
10643	Asphalt Concrete Ty. BM-25.0D	Ton	315
10650	Stone Matrix Asphalt SMA-9.5(70-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(76-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(70-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(76-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(70-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(76-22)	Ton	317
10701	Liquid Asphalt Coating	Sy	ATTD
12505	Asphalt Concrete Curb Backup Material	Ton	315
13240	Asphalt Concrete Sidewalk	Ton	504
16110	Emul. Asph. Slurry Seal Type A	Sy	ATTD
16120	Emul. Asph. Slurry Seal Type B	Sy	ATTD
16130	Emul. Asph. Slurry Seal Type C	Sy	ATTD
16144	Latex Mod. Emul. Treat. Type B	Ton	ATTD
16145	Latex Mod. Emul. Treat. Type C	Ton	ATTD
16146	Latex Mod. Emul. Treat. Rutfilling	Ton	ATTD
16161	Modified Single Seal	Sy	ATTD
16162	Modified Double Seal	Sy	ATTD
16249	Nontracking Tack Coat	Gal.	ATTD

16250	Liquid Asphalt Matl. CMS-2 (Mod)	Gal	ATTD
16251	Liquid Asphalt Matl. CMS-2	Gal	ATTD
16252	Liquid Asphalt Matl. CRS-2	Gal	ATTD
16253	Liquid Asphalt Matl. CRS-2H	Gal.	ATTD.
16254	Liquid Asphalt Matl. RC-250	Gal	ATTD
16256	Liquid Asphalt Matl. RC-800	Gal	ATTD
16257	Ns Liquid Asphalt Matl.	Gal	ATTD
16260	Liquid Asphalt Matl. CRS-2L	Gal	ATTD
16325	NS Asphalt Concrete	Ton	N/A
16330	Asphalt Concrete Ty. SM-9.0A	Ton	315
16335	Asphalt Concrete Ty. SM-9.5A	Ton	315
16337	Asph. Conc. Ty. SM-9.5ASL (Spot Level)	Ton	315
16340	Asphalt Concrete Ty. SM-9.5D	Ton	315
16342	Asph. Conc. Ty. SM-9.5DSL (Spot Level)	Ton	315
16345	Asphalt Concrete Ty. SM-9.5E (76-22)	Ton	315
16350	Asphalt Concrete Ty. SM-12.5A	Ton	315
16352	Asph. Con. Ty. SM-12.5ASL (Spot Level)	Ton	315
16355	Asphalt Concrete Ty. SM-12.5D	Ton	315
16357	Asph. Con. Ty. SM-12.5DSL (Spot Level)	Ton	315
16360	Asphalt Concrete Ty. SM-12.5E (76-22)	Ton	315
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16373	Asphalt Concrete Ty. IM-19.0A (T)	Ton	315
16374	Asphalt Concrete Ty. IM-19.0D (T)	Ton	315
16377	Asphalt Concrete Ty. BM-37.5	Ton	315
16379	Asphalt Concrete Ty. IM-19.0T	Ton	315
16390	Asphalt Concrete Ty. BM-25.0A	Ton	315
16392	Asphalt Concrete Ty. BM-25.0D	Ton	315
16395	Asphalt Concrete Ty. BM-25.0A (T)	Ton	315
16397	Asphalt Concrete Ty. BM-25.0D (T)	Ton	315
16400	Stone Matrix Asphalt SMA-9.5(70-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(76-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(70-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(76-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(70-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(76-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD
16500	Surf.Preparation & Restoration Type I	Ton	ATTD
16502	Surf.Preparation & Restoration Type li	Ton	ATTD
16504	Surf.Preparation & Restoration Type lii	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

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**EXHIBIT 6.3 (c)  
ADJUSTMENT FOR FUEL**

**VIRGINIA DEPARTMENT OF TRANSPORTATION  
SPECIAL PROVISION FOR  
OPTIONAL ADJUSTMENT FOR FUEL  
DESIGN-BUILD PROJECTS**

June 30, 2011

In the event the Design-Builder elects to seek adjustment for fuel items designated in the Price Proposal\Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract.

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. A master listing of standard items eligible for fuel adjustment is provided by the Department on its website at the following link <http://www.virginiadot.org/business/resources/masteroptionalfuelitems.pdf>. The listing on the web site also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

The amount of adjustment will be computed from the change in the indexes and the on-site fuel use as shown in the Department's master listing of eligible items.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in within the Schedule of Values those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder's Schedule of Values will automatically not be considered for adjustment.

The monthly index price to be used in the administration of this provision will be calculated by the Department from the Diesel fuel prices published by the U. S. Department of Energy, Energy Information Administration on highway diesel prices, for the Lower Atlantic region. The monthly index price will be the price for diesel fuel calculated by averaging each of the weekly posted prices for that particular month.

For the purposes of this provision, the base index price will be calculated using the data from the month preceding the receipt of bids. The base index price will be posted by the Department at the beginning of the month for all bids received during that month.

The current index price will be posted by the Department and will be calculated using the data from the month preceding the particular estimate being vouchered for payment.

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be multiplied by the appropriate fuel factor to determine the gallons of fuel to be cost adjusted. The amount of adjustment per gallon will be the net difference between the current index price and the base index price. Computation for adjustment will be made as follows:

$$S = (E - B) QF$$

Where; S = Monetary amount of the adjustment (plus or minus)

B = Base index price

E = Current index price

Q = Quantity of individual units of work

F = Appropriate fuel factor

Adjustments will not be made for work performed beyond the original contract time limit unless the original time limit has been changed by an executed Work Order.

If new pay items are added to this contract by Work Order and they are listed in the Department's master listing of eligible items, the Work Order must indicate which of these individual items will be fuel adjusted; otherwise, those items will not be fuel adjusted. If applicable, designating which new pay items will be added for fuel adjustment must be determined during development of the Work Order and clearly shown on the Work Order form. The Base Index price on any new eligible pay items added by Work Order will be the Base Index price posted for the month in which bids were received for that particular project. The Current Index price for any new eligible pay items added by Work Order will be the Index price posted for the month preceding the estimate on which the Work Order is paid.

When quantities differ between the last monthly application of payment prepared upon final acceptance and the final application of payment, adjustment will be made using the appropriate current index for the period in which that specific item of work was last performed.

In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Builder written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, eliminate or renegotiate the price for remaining portions of affected items of work.

Any amounts resulting from fuel adjustment will not be included in the total cost of work for determination of progress or for extension of contract time.

I elect to use this provision

Date: January 4, 2017

I elect not to use this provision

Signature: 

Design-Builder: Shirley Contracting Co.

Vendor No.: LLC 5018

**Exhibit 6.3(b)**

Form C-16a  
August 9, 2013

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
ASPHALT PRICE ADJUSTMENT (PG76-22 or PG 70-28)  
DESIGN-BUILD PROJECTS**

**INSTRUCTIONS - This form is to be completed and returned ONLY when asphalt concrete items containing PG 76-22 or PG 70-28 is being utilized on the project.**

PROJECT NUMBER: 0095-111-278

DISTRICT: Fredericksburg

Bid Prices in this contract for items containing PG 76-22 or PG 70 asphalt cement were developed using a f.o.b. price of \$ 466.<sup>95</sup> Per IMPERIAL ton for PG 76-22 or PG 70-28. This quote is project specific.

Price quotes signed by each supplier from which the Design-Builder proposes to obtain PG 76-22 or PG 70-28 shall be maintained by the Design-Builder. These quotes shall be retained on site during the life of the Contract for review by the Engineer upon request.

DATE: January 4, 2017

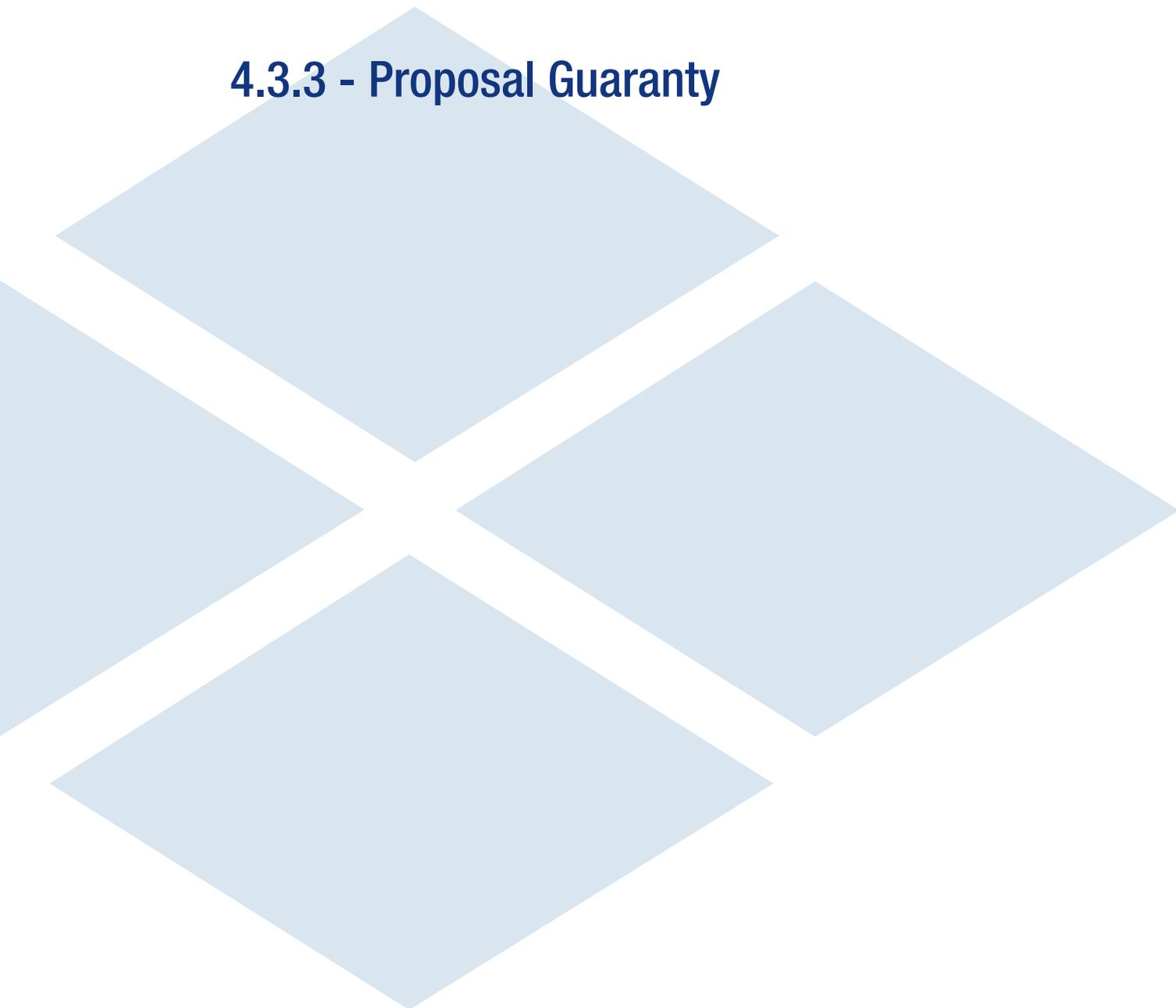
SIGNATURE: \_\_\_\_\_

Shirley Contracting Company, LLC  
(Firm or Corporation)

S018

(Vendor No.)

## 4.3.3 - Proposal Guaranty



**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PROPOSAL GUARANTY**

KNOW ALL MEN BY THESE PRESENTS, THAT WE SHIRLEY CONTRACTING COMPANY, LLC As  
principal, and TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA Surety, are held and firmly bound unto the  
Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE  
BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we  
bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly  
by these presents.

SIGNED, sealed and dated this 4th Day of January, 20 17

WHEREAS, the above said principal is herewith submitting its proposal for:

PROJECT NUMBER: CONTRACT ID NUMBER: C00107715DB91 A DESIGN-BUILD PROJECT  
I-95 SAFETY IMPROVEMENTS AT ROUTE 3  
FROM: 0.115 MILES SOUTH OF INT. ROUTE 3  
TO: 1.220 MILES NORTH OF INT. ROUTE 3  
CITY OF FREDERICKSBURG, VA

NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be  
awarded the contract upon said proposal and shall within the time specified in the Specifications after the  
notice of such award enter into a contract and give bond for the faithful performance of the contract, then this  
obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will  
pay unto the obligee the difference in money between the amount of the bid of the said principal and the  
amount for which the obligee may legally contract with another party to perform the said work if the latter  
amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

SHIRLEY CONTRACTING COMPANY, LLC  
(Principal\*)  
By: [Signature]  
(Officer, Partner or Owner) (Seal)

Michael E. Post President/CEO/Manager  
(Principal\*)

By: \_\_\_\_\_  
(Officer, Partner or Owner) (Seal)

\_\_\_\_\_  
(Principal\*)

By: \_\_\_\_\_  
(Officer, Partner or Owner) (Seal)

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA  
(Surety Company)

By: [Signature]  
KAREN C. BOWLING, (Attorney-in-Fact\*\*) (Seal)

ONE TOWER SQUARE, HARTFORD, CT 06183  
(Address)

By: \_\_\_\_\_  
(Surety Company)

\_\_\_\_\_  
(Attorney-in-Fact\*\*) (Seal)

By: \_\_\_\_\_  
(Address)

\*Note: If the principal is a *joint venture*, each party thereof must be named and execution made by same hereon. If there is more than  
one surety to the bid bond, each surety must be named and execution shall be made by same hereon.

**Electronic Bid Only:** In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic  
Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been  
executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid  
bond as shown above.

Electronic Bid Bond ID# \_\_\_\_\_ Company/Bidder Name \_\_\_\_\_ Signature and Title \_\_\_\_\_

\*\*Attach copy of Power of Attorney



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 219657

Certificate No. 006886623

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 13th day of July, 2016.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Rancey, Senior Vice President

On this the 13th day of July, 2016, before me personally appeared Robert L. Rancey, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

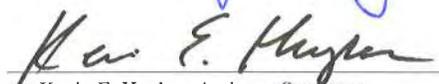
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of January, 2017

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at [www.travelersbond.com](http://www.travelersbond.com). Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

## 4.3.4 - Sworn Statement Forms

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

PROJECT: 0095-111-278, P101, R201, C501

FHWA: OC-095-2(535)

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. **THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.**

**STATEMENT.** In preparation and submission of this bid, I, the firm, corporation or officers, agents or employees thereof did not, either directly or indirectly, enter into any combination or arrangement with any persons, firm or corporation or enter into any agreement, participate in any collusion, or otherwise take any action in the restraint of free, competitive bidding in violation of the Sherman Act (15 U.S.C. Section 1) or Article 1.1 or Chapter 12 of Title 18.2 (Virginia Governmental Frauds Act), Sections 59.1-9.1 through 59.1-9.17 or Sections 59.1-68.6 through 59.1-68.8 of the Code of Virginia.

**AFFIDAVIT**

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Fairfax County (City), STATE \_\_\_\_\_, this 4th day of January, 20 17  
Shirley Contracting Company, LLC By: [Signature] President/CEO/Manager  
(Name of Firm) (Signature) Title (print)  
STATE of Virginia COUNTY (CITY) of Fairfax

To-wit: I Danielle Barber, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Michael E. Post personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 4th day of January, 20 17  
[Signature] My Commission expires 4/30/18  
Notary Public

**OR  
UNSWORN DECLARATION**

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_  
County (City), STATE \_\_\_\_\_  
By: \_\_\_\_\_  
(Name of Firm) (Signature)





**ORDER NO.:**  
**CONTRACT ID. NO.:**

Form C-105  
page 2

3. The bidder certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated above; and
  - (d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

Explanations will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any explanation noted, indicate below to whom it applies, initiating agency, and dates of action. Providing false information may result in federal criminal prosecution or administration sanctions. The bidder shall provide immediate written notice to the Department if at any time the bidder learns that its certification was erroneous when submitted or has become erroneous by reason of change circumstances.

The undersigned is duly authorized by the bidder to make the foregoing statements to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Fairfax County (City), STATE Virginia, this 4th day of January, 20 17  
Shirley Contracting Company, LLC By: [Signature] President/CEO/Manager  
(Name of Firm) (Signature) Title (print)  
STATE of Virginia COUNTY (CITY) of Fairfax

To-wit: I Danielle Barber, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Michael E. Post

personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 4th day of January, 20 17  
[Signature] My Commission expires 4/30/18  
Notary Public

